

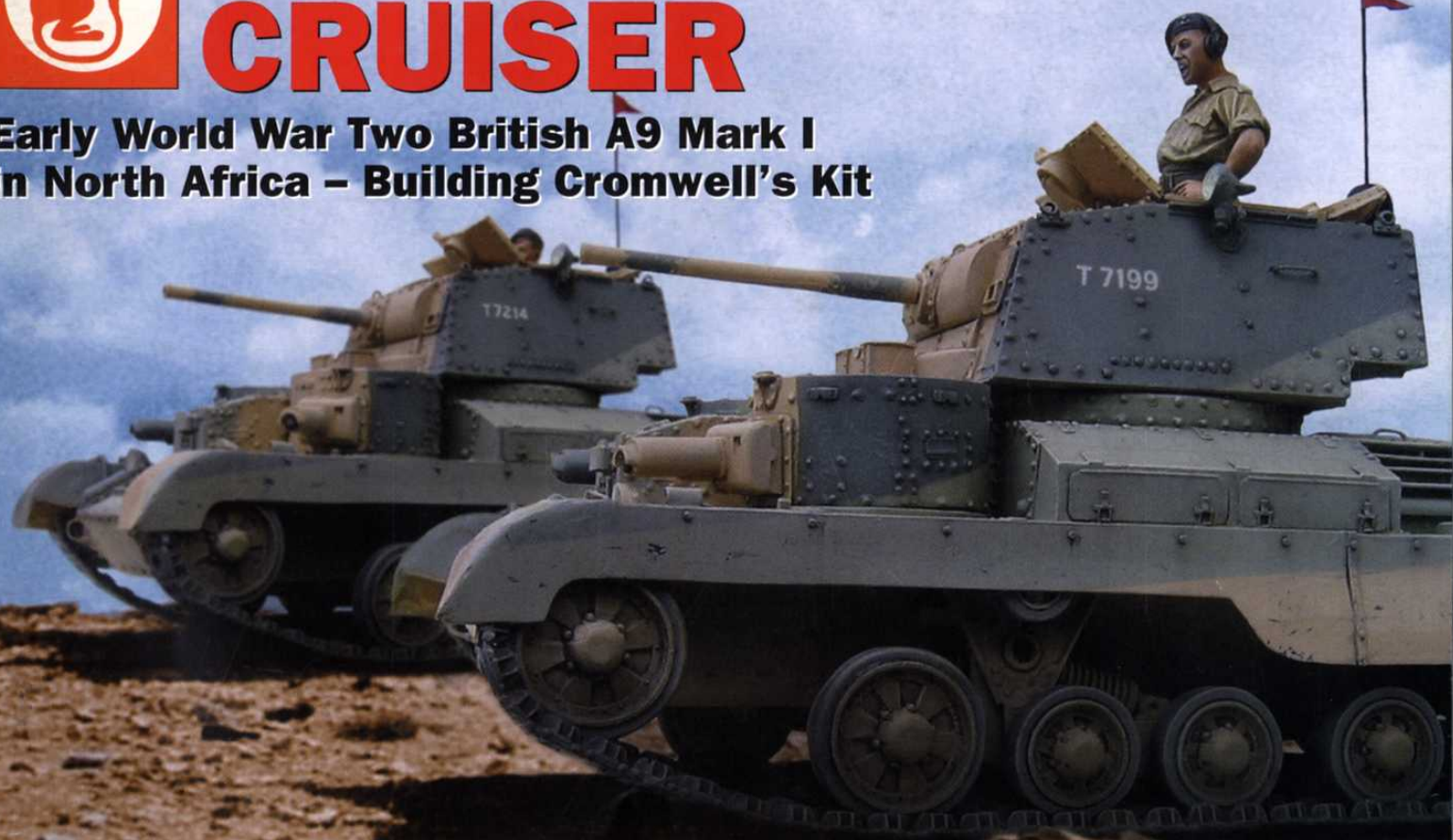
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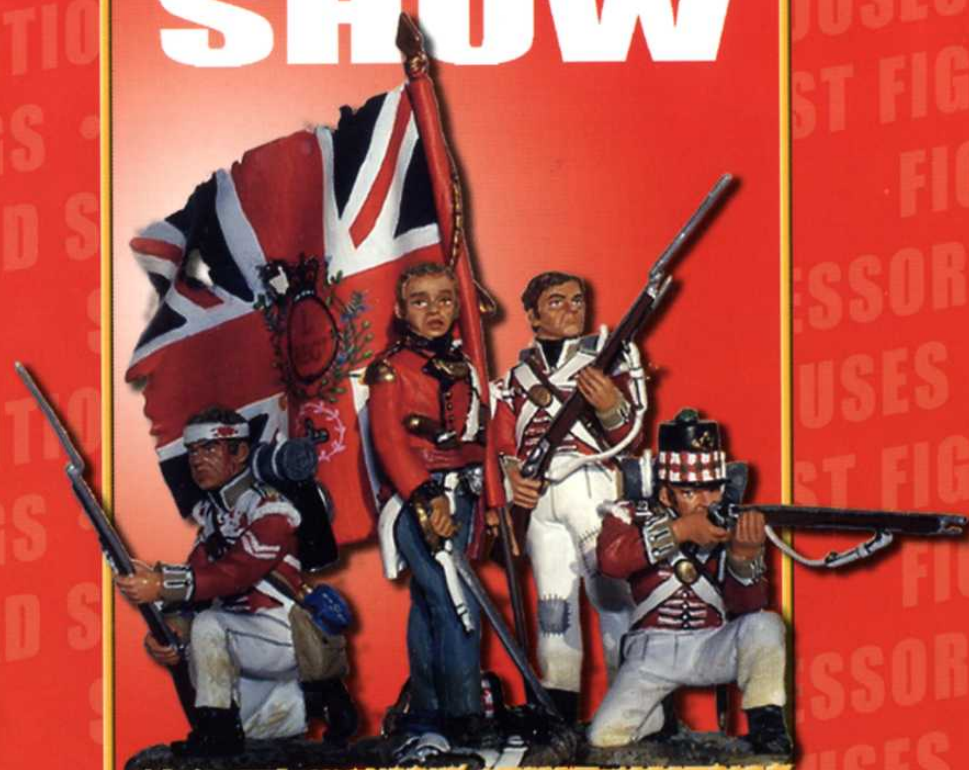
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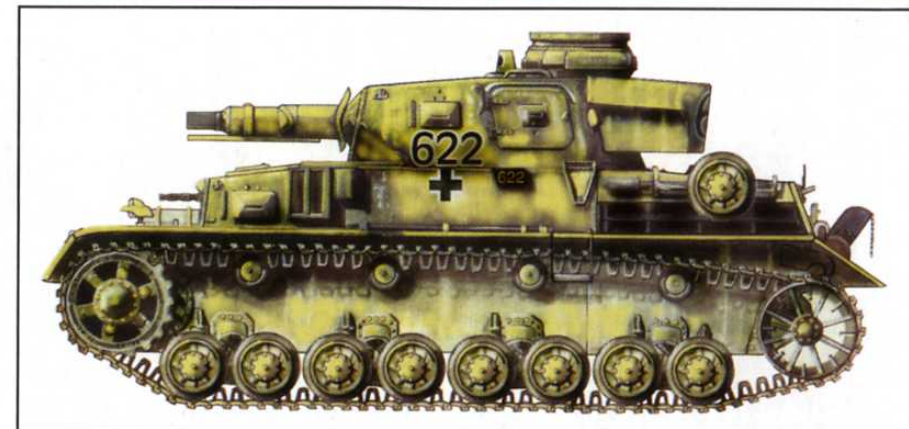
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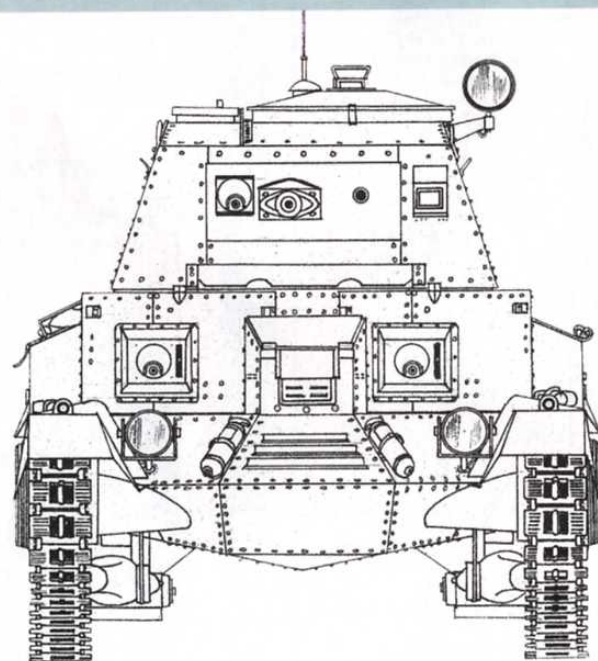
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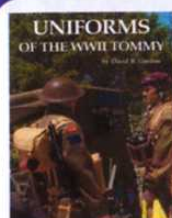
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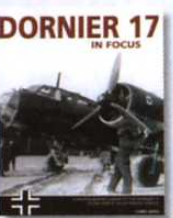
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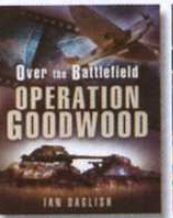
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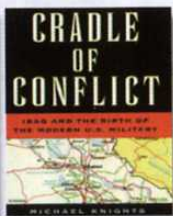
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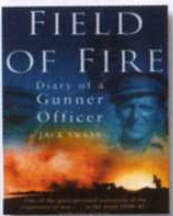
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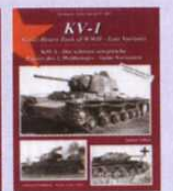


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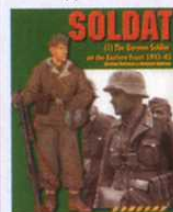
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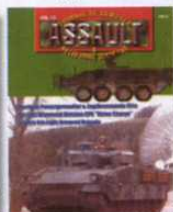
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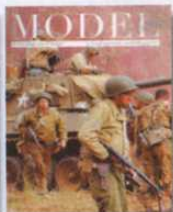
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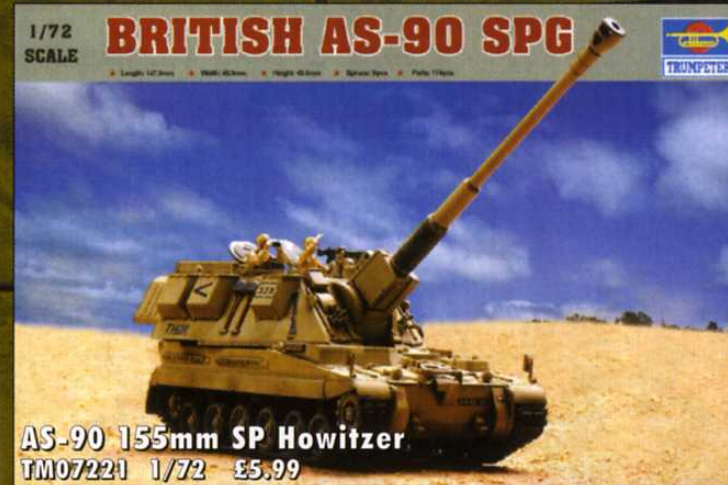


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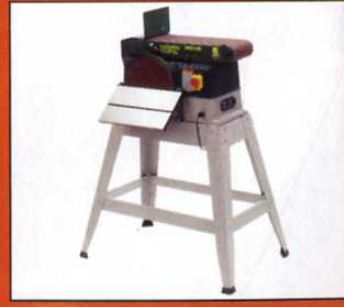




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## Eduard



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## Dragon Future Releases (dates to follow)

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| D6221 | SdKfz 234/4                           | ETBA |
| D6227 | SdKfz 251/1 Ausf A                    | ETBA |
| D6251 | SdKfz 251/20 Ausf D "Uhu"             | ETBA |
| D6262 | 7.5cm Pak 40/2 Ausf Pz II "Marder II" | ETBA |
| D6265 | Panzer IV Ausf D                      | ETBA |
| D6276 | 1st Fallschirm Div Holland 40         | ETBA |
| D6281 | Germania Regt France 1940             | ETBA |
| D6287 | 88mm Flak 37                          | ETBA |
| D6288 | 2cm Flak 38 mit sdAh 51               | ETBA |
| D6290 | Panzer 38 (t) Ausf G                  | ETBA |
| D6291 | Panzer IV Ausf C                      | ETBA |
| D6292 | SdKfz 251/17 Ausf D with 2cm          | ETBA |
| D6301 | Panzer IV Ausf E "Vorpanzer"          | ETBA |

## Trumpeter (future releases)

|        |                                |      |
|--------|--------------------------------|------|
| TP210  | BK 52 Kreigs loco              | ETBA |
| TP311  | KV-1 "Lge Turret"              | ETBA |
| TP360  | KV-1 1942 "Lightweight Turret" | ETBA |
| TP501  | 1/48th M4 Sherman              | ETBA |
| TP502  | 1/48th M4A1 Sherman            | ETBA |
| TP503  | 1/48th M4A3E8 Sherman          | ETBA |
| TP504  | 1/48th M4A3 Sherman            | ETBA |
| TP5104 | 1/35th CH-47A "Chinook"        | ETBA |

## Tamiya Kits

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| 32523 | 1/48th M4A1 Sherman          | ETBA |
| 32524 | 1/48th Panzer III Ausf L     | ETBA |
| 32525 | 1/48th Stug III Ausf G       | ETBA |
| 32526 | 1/48th WWII British Infantry | ETBA |
| 35281 | 1/35th Stug III Ausf B       | ETBA |



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## IPMS Moorsele date change

Due to unforeseen circumstances, the 11th model show and competition organized by IPMS Moorsele in Belgium will now be held over the weekend of 4th - 5th February, 2006 and not in March as previously announced. The Show will be held at OC De Neerbeek at Bissegem-Kortrijk and further information is available from P. Debaere, Wulpendamstraat 15, 8630 Veurne, Belgium. Tel: + 32 58 31 73 58 [filsoft@pandora.be](mailto:filsoft@pandora.be)

## WMMS 2006

Following a successful move to Wolverhampton the 2006 West Midland Military Show will be held on Sunday 12th March, 10am to 4pm at the new venue of the Aldersley Leisure Village in Aldersley Road, Wolverhampton. This is a modern venue, with excellent facilities and car parking just of the main A449 road, south of Junction 2 on the M54 motorway. (Follow the signs for Aldersley Leisure Village.) Featured will be trade stands, a bring and buy, modelling and wargames. A bar and refreshments are available at the Aldersley Leisure Village site. Further information from David Jarman, Tel: 01902 847900 or Paul Yates Tel: 0121 3582900.

## Trucks 'n' Tracks 2006

All competition entries at Trucks 'n' Tracks 2006 will be absolutely free thanks to sponsorship from the War and Peace Show. This new tie-up also means a £100 prize and a trophy for the Best of Show winner. The £100 will be in the form of cash to spend on any trade stands at the event, thus benefiting the show traders too.

The War and Peace Show is the World's largest military vehicle extravaganza held each July at the Hop Farm Country Park, near Paddock Wood in Kent. With around 4,000 military vehicle, arena displays, re-enactors and hundreds of trade stands it is an amazing event.

Trucks 'n' Tracks has had a long and friendly association with the War and Peace Show with some stunning military vehicles being provided over the years for display outside the Leas Cliff Hall. Last year a Sherman BARV with an M10 17pdr and a jeep were lined up alongside a military field kitchen display. To see what this year will bring you will need to be there!

Trucks 'n' Tracks is Europe's premier military vehicle modelling show now in its 13th year at Folkestone's Leas Cliff Hall. The War and Peace Show sponsorship means unlimited free competition entries for the hundreds of modellers who make the annual pilgrimage to the event and the change to win that £100 Best of Show prize with the trophy.

Trucks 'n' Tracks 2006 will be held over the weekend of 25th - 26th February. Full details of the Show, competitions, how to get there and where to stay - along with a link to the War and Peace Show Website can be found at [www.trucksntracks.com](http://www.trucksntracks.com) Alternatively telephone 01303 850801 for further information.

## Potteries Model Show

The Meir Model Club will host the 'Potteries Model Show' on Sunday 19th March at its usual venue, Meir Community Centre, Pickford Place, Meir, Stoke-on-Trent. The doors are open from 10am - 4pm to an open competition, Tombola, trade stalls and model

club displays. There is an entrance fee for adults at £1 and concessions for 50p. For more information please contact Alan Ewart Tel: 01782 388892 [ewaal253@aol.com](mailto:ewaal253@aol.com) or Mick Copestake, Tel: 01782 392353.

## MAFVA Cambridge Branch

Branch Meetings of the Cambridge Branch of the Miniature Armoured Fighting Vehicle Association are held at the Imperial War Museum, Duxford on the 1st Tuesday of the month from 7.30pm to 10pm. Access to Duxford airfield has to be arranged in advance, so for further information please first contact Steve Schwab the Branch Secretary. Meetings for 2006 will be on: 3rd Jan, 7th February, 7th March, 4th April, 2nd May, 6th June, 4th July, 8th August, 5th September, 3rd October, 7th November, whereas the December date will be the Christmas meal. At the January 2006 meeting a general open competition will be arranged for those who would like to bring along a model they've finished in the period up to and including Christmas. There may be a token prize for the winner. In the events list for the coming year there is an important bit of news on a change of date for the MAFVA Nationals which has been changed to Sunday, 18th June 2006 to coincide with Duxford's Military Vehicle Day. All other events can be seen on the MAFVA Website: [www.MAFVA.org](http://www.MAFVA.org) along with further information and the MAFVA Discussion Forum; the Moderator is Chris Johnson, the Internet Officer, and these facilities have been set up for all MAFVA members. For further information please contact Steve Schwab, Branch Secretary, Byhurst Cottage, Camps End, Castle Camps, Cambridge CB1 6TR. Tel: 01799 585004 [Steveaschwab@aol.com](mailto:Steveaschwab@aol.com)

## MAFVA Herts Branch

The Hertfordshire Branch of the Miniature Armoured Fighting Vehicle Association meet at 8 Belswains Lane, Hemel Hempstead HP3 9PN, usually on the second Wednesday of each month, and new members are always very welcome to come along to their meetings. Each monthly meeting has a theme, but the group relax and chat about all manner of topics. Meeting dates for 2006 are: 11th January - Exchange of old and unwanted items. 8th February - 'Theme Night - Italy'. 8th March - 'Corrections, Research and Cost' - bring along a project and talk about it. 12th April - 'Figure Painting Demonstration'. 10th May - 'Theme Night - Finland'. 14th June - 'Money Saving Ideas' - using cheap alternatives and household bits for model making. 12th July - 'Urban Dioramas' - techniques and pitfalls. 9th August - 'Non-military night' - fantasy, 'what if?' Civilian, etc. 13th September - Competition - 'Rockets' - Katyushas to SAMs, plus a talk on Commonwealth uniforms. 11th October - 'Bring and Buy Sale' and Website idea exchange. 8th November - 'Soldering Techniques'. 13th December - Social meeting and a chance to plan the next year - Mince pies awarded for good ideas for the 2007 programme. For further information on the MAFVA Herts Branch contact Chris Lloyd-Staples, 9 Belswains Lane, Hemel Hempstead HP3 9PN. Tel: 01442 250381 [lloydstaples@btpenworld.com](mailto:lloydstaples@btpenworld.com)

SEE YOU AT "TRUCKS AND TRACKS 2006" FEB 25TH & 26TH  
SEE YOU AT "SOUTHERN EXPO 2006" MARCH 18TH & 19TH



## British Model Soldier Society

Following last year's very successful Annual General Meeting, the British Model Soldier Society is taking the idea a stage further. This year, in addition to the usual business meeting, there will be a range of displays and demonstrations of interest to all military modellers and collectors. The meeting is to be held on Saturday, 18th February 2006 at 'Living Space' in Waterloo Road, SE7, just a few hundred yards beyond the mainline railway station, from 12 noon to 5pm. The meeting is being held on a Saturday to encourage a greater attendance and hopefully as many members as possible will make the effort to attend this important event in the Society's calendar. Non-members wishing to learn more about the Society's activities and the hobby in general will be equally welcome. Further details about the meeting and/or the Society may be obtained from the Treasurer, Paul Newman, Tel: 01895 832757.

## IPMS Seattle Spring Show 2006

IPMS Seattle will present 'Spring Show 2006', the biggest model show in the Northwest US on 22nd April, 2006, at the Renton Community Center, 1715 Maple Valley Highway, Renton, WA, USA. Special awards will be sponsored by local merchants, individuals, and organizations. Raffle tickets for all model entries are also available for purchase at the door. There will be a large vendor presence and for more information contact Terry Moore, IPMS Seattle President, Tel: +01 425 774 6343 or tall11@verizon.net

## War and Peace 2006

This Year's War and Peace show is planned for 19th - 23rd July, 2006, at the usual venue of The Hop Farm, near Paddock Wood in Kent The five-day event, now in its 24th year, regularly attracts crowds of over 100,000 from all over the world and the 2006 show is sure to be as action-packed as the popular 2005 show which was the biggest yet, with 4,000 military vehicles and 15,000 people exhibiting at the world's largest military vehicle spectacular. Every available space of the Hop Farm's 250 acres was put to good use with re-enactments, vehicles, traders and entertainment. Highlights for visitors included the ever-popular Viet Cong display and the exhilarating tank action in the main arena. The first ever 1940's dance competition took place in the Miller Marquee on the Saturday afternoon and proved to be incredibly successful and entertaining. Camping facilities will be provided for exhibitors during the event. For further details of the 2006 show or for a booking form call The Hop Farm Tel: 01622 872068.

## East of England Model Show

Greater Peterborough Model Club will present their 8th Annual East of England Model Show at the Peterborough Town Hall on Saturday 4th March 2006. The doors will be open 10am to 4pm and admission to the Show is free! Traders and clubs will attend and refreshments will be available all day. All profits from the show will go to the Club's designated charity PHAB (Physically handicapped and Able Bodied Club of Peterborough). Donations from previous greater Peterborough Model Club shows have enabled the PHAB to

acquire a minibus. For further details on the 8th Annual East of England Model Show please contact David Martin Tel: 01733 380250  
The3martins@btopenworld.com

## Poole Vikings

The Poole Vikings will hold their Annual Show this year on Saturday, 29th April 2006 at Parkstone Grammar School, Soper's Lane, Poole, Dorset BH17 7EP. The show commences at 10.30am and runs until 4pm. Entrance fees will be £2 for Adults, £1 for Senior Citizens and Children, plus Family Tickets (Two Adults and two or more Children) at £4. There will be various trade and club stands, together with class competitions and a raffle. Refreshments will be available all day and car parking is Free. For further details contact Andy Sweet Tel: (01202) 743494 or poole.vikings@virgin.net

## Plymouth Model Show

Saturday 13th May 2006 is the date for this year's Plymouth Premier Model Show. Clubs, traders and refreshments are available in the Main Guildhall from 10am - 4pm. For further details contact Dave Watson Tel: 01752 518287 or spotandjoe@blueyonder.co.uk

## East Neuk Show and Swapmeet

The YM/YMCA Club in Bonnygate, Cupar, Scotland will again be the venue for the annual Model Show and Swapmeet hosted by East Neuk Modelling Club. This will be held on Saturday 10th June 2006 from 10am to 4pm. For further information, contact Brian Tel: 01334 655131 or Dave Tel: 01334 652439.

## BMSS Northern Area

The British Model Soldier Society (Northern Area) meets, in conjunction with the Manchester Association of Military Modelling Societies, each month in Sale, Greater Manchester, at the Sale Moor Methodist Church Hall. The Hall is in Northenden Road in Sale, at its junction with Worthington Road. Meetings will be held in 2006 on the third Saturday of each month, with the exception of the April meeting which will take place on the 22nd of that month. All meetings are from 12 noon to 4pm. Meetings are not restricted to BMSS members and anyone with an interest in any aspect of military modelling is welcome to attend. For further information please contact the BMSS Area Representative, Tom Cunningham, 16 Ravenscar Crescent, Woodhouse Park, Wythenshawe, Manchester M22 0JB, Tel: 0161 499 2803.

## B&B Models Acquired

Richard G. Elliot-Smith has acquired Len Buller's range of military vehicles and accessories and has sent us the following information ...

"One of the two founder members of the old B&B Company was Len Buller who I had known for many years, but when he stopped attending toy fairs I lost touch with him until early in 2003 when I renewed by association with him and started acting for him as Sales Agent.

Upon Len's untimely death, at too young and age, I was given the opportunity to pur-

chase all his stock. This was a natural move for me as I have always specialized in military models and prior to that had renovated and rallied a number of Second World War military vehicles with assistance of many members of the M.V.C.G and then I.M.P.S. At that time I was also serving in the Territorial Army for the 4th Battalion The Royal Green Jackets and so giving me access to information and manuals on vehicles.

Until my involvement with B&B I hadn't any experience with white metal models and kits, but have found it an interesting area and one that dovetails in well with my other toy activities, such as attending toy fairs in the South East and operating a computer mail order marketing system under the name of Kenttoys.

Most of the 80 plus models I have built partly to educate myself and pictures of these have been put onto my Website along with a complete stock list that can be printed off.

If any readers have queries of questions they can write, e-mail or telephone me. It is 'open all hours' here as my office is at home in the wilds of Kent. The discussions are usually interesting as it is one enthusiast to another!"

Richard G. Elliot-Smith, 'Southleigh', Curtis Lane, Stelling Minnis, Nr Canterbury, Kent CT4 6BT. Tel: 01227 709779. Fax: 01227 709755.

kenttoys@aol.com www.kenttoys.co.uk

## IPMS Cleveland

The International Plastic Modelling Society's Cleveland club now meet at Sunnyfield House, Westgate, Guisborough in Cleveland. Club nights are the first and third Wednesdays of each month, between 7.30pm - 9.30pm and all are welcome, whether novice, intermediate or experienced modellers. Parking is available at the front and rear of the venue. For further information, contact Mike Burns Tel: 01642 592357.

## The Canadian Register

The Canadian Register is an essentially a database of surviving Canadian ex-military vehicles. The Website has an international following and is aimed at owners and enthusiasts of CMP (Canadian Military Pattern) vehicles. There are articles and photos of all types of Canadian military vehicle, British and Canadian vehicle markings and now some model pages have been posted. This Website: [www.canadian-register.co.uk](http://www.canadian-register.co.uk) may be of interest to anyone who builds Canadian military vehicles and those involved with the Register are able to personally answer any technical questions about CMPs that model builders may have. Alan Brock is the Secretary and Webmaster for The Canadian Register.

## MM Back Numbers from VLS

If you live in the United States of America and looking for a specific back number issue of *Military Modelling*, you should be aware that a reliable and alternative source for back numbers of this magazine can be found at the VLS Corporation. These go back quite a few years and beyond the back numbers available in our own stocks. If you are seeking missing or specific issues then consult VLS's Website [www.modelmecca.com](http://www.modelmecca.com) for backnumbers currently available - this service is not only limited to the USA, but is a worldwide facility.

## DESPATCH

Readers' Letters and E-mails

● **The Editor welcomes readers' letters and e-mails for publication which must always be accompanied by the writer's full name and address. The address will be published in full if the letter or e-mail is interpreted as a request for information to the reader-ship. Otherwise, only the writer's full name will be published.**

● **Letters and e-mails are not, under any circumstances, altered or severely edited; however, they may be shortened because of space limitations. The Editor is not necessarily in agreement with the views expressed in published readers' correspondence.**

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## Transmission times

Dear Sir,  
James Gray raises an excellent point, the fact that a picture may, by its very popularity, start a legend.

Both Russian and German sources indicate that reliability was a problem, not of the T-34 in particular, but most Russian tanks of this period, due in part at least to a chronic shortage of spare parts. Russian tanks were also in transition at the time from the 13-ton BT to the 23-ton T-34. Although the engine was now a diesel there was no indication that the transmission was updated.

It's common in automotive circles that to save time and money the gearbox is retained unchanged while the final drive gear ratio (or differential ratio in wheeled vehicles) is increased. Thus my Mitsubishi utility has the same engine and gearbox as the Sigma car, but at 100 kph the engine revs are 3,000 rpm for the utility and 2,000 for the car, while I carry 1 ton load against 800 kg for the car.

Since the BT's M177 engine was the direct parent of the W12 diesel from which the T-34s V2.34 had been developed with some assistance from a Fiat engine, it is quite feasible to retain the same gearbox and alter the final drive or spur gear ratios.

Sadly, this 'quick fix' has its disadvantages because it loads up the gear train leading to broken teeth and bearing failures. In a worse case scenario the gearbox casing fractures or distorts. Gears ride up over one another and the gearbox jams solid and 23 tons of armoured vehicle comes to a sudden stop, usually at a time when you most need to keep going. This leads to loud profanities and recriminations between the driver and the rest of the crew who were not expecting this particular manoeuvre and may not have been holding on tight at the time!

There are other reasons for carrying a spare gearbox on a tank. It may well be that there is a shortage of transport, and a truck or wagon was not available. While it's true that a tank transmission is a large a weighty object it is not impossible to change it by hand or, more to the point, many hands. Neither is it beyond the average person with a reasonable mechanical ability, some basic instructions and lots of strong friends to do it. A collection of wooden blocks, some 4 x 2s and a large tree bough with a block and tackle or chain hoist attached make life a little easier. It's during such an operation that you realize what a blessing cranes and portable garage lifters were. Just how long it takes depends on the amount of preparation work, especially if the engine has to be removed as well.

Some ex-REME people can probably give you an idea of the amount of work involved, but with four people assisting I seem to remember it took most of a day to extract an AEC diesel engine and gearbox out of a Valentine using bottle jacks and poles, though we had to cut a few bolts to do it.  
Malcolm Dunn  
New Zealand

## 'Braille Scale'

Dear Sir  
After reading your excellent magazine for over 20 years, I thought it time to put pen to paper.

As a 'Braille scale' modeller during those years, I often felt a poor relation to the bigger scales. The recent flood of excellent 1:72 scale from top producers has made it hard to keep up and also rendered my earlier scratch builds obsolete. In addition, the magazine articles showing the fantastic results achieved by the best modellers in this scale have been an 'eye-opener'. My, 'well of course in this small scale you can't ...' has been shown up for the excuse it was. In fact, it is quite discouraging how poor some of my efforts now look in comparison. Am I downhearted? No!

Modelling is for everyone and it works at all levels and ages. I enjoy making models, I still try my best and if I am happy with the result then that's what matters. I just won't be entering any competitions and I suspect the larger scales beckon as my eyesight fails. As a German armour fan, I have also been very happy with what has been available, but as I come to model 'captured weapons' used by the Germans, I have finally come to sympathize with other modellers who have gone on about availability of their subjects. Russia, America and Britain have improved, but where are the French and Italian in 1:72 scale? Happy New Year to everyone and enjoy your modelling, that's what it is there for!  
T.C. Harris  
e-mail

## Battle of France

Dear Sir,  
In issue No.15 you announced on page 4 that there will be an article on the British A9 Cruiser tank coming in the next issue. I was pleased to see this.

It is a pity though, that it is said to be in the North African campaign, when these tanks were used in France by the BEF in 1940. That period of the Second World War that I know as 'The Battle of France' seems to be completely overlooked by modellers, but not totally by manufacturers, yet it reveals some very good subjects - early British, French and German tanks, plus the captured Czech designs used by the latter's armoured force. It's got it all, different camouflage

schemes and interesting markings, leading to colourful subjects for modelling.

It would be good to see some articles on The Battle of France which would also make a pleasant change from all those later Tigers, Panthers and 'expendable' Shermans we all seem obsessed with - me too! But a change of direction would be nice.

Michael Robinson

## Euro Special Issue

Dear Sir,  
I would just like to say how much I enjoyed the Euro Militaire issue of *Military Modelling* (Vol.35 No.14) and I think it was your best yet. By including some 'personal' details and pictures of things other than only the models makes your coverage that little bit better, but I'm sure you have been told this before.

I couldn't get to Euro for this year's show because of personal and work commitments, but two friends who did get there said it was good this year.

This was all a bit of a personal blow to me because I like to trawl the trade stands for my modelling needs and I understand that 2005 was the Show's 21st Anniversary, or so I read in a commemorative booklet of my friends bought at the show. Marijn van Gils was a worthy Best of Show winner again! This man is becoming a great all-rounder, AFV modeller, diorama modeller and now figure modeller par excellence!

I am looking forward to next year's show.  
Tom Harrington

## T-80 puzzles

Dear Sir,  
My name is Andrew Marketos and I live in Greece on the Island of Kefalonia. I would like to ask Steve Zaloga some questions about his book T-80U Concord Publications 7503.

The tanks 703 and 706 on pages 5 and 6 I don't think are T-80BV, but T-80Y, like the 1:35 scale Skif kits T-80UD/UDK. Also in the book 'Secret Kubinka' Mr Fraser Gray has a T-80Y that is named 'a rare T-80A'. I don't think that is so rare because tanks 703 and 706 served with Soviet/Russian forces in East Germany and also I have a Russian book about the T-80 family with pictures and scale drawings of T-80Y

I have also seen two different versions of this tank, one with Cobra missiles and 1A33 Fire Control System and another with 1A45 of T-80U. Tanks 703 and 706 in Concord's book have the Cobra/1A33 Control System.

The T-80Y turret is 'similar' to the T-80U turret but is bigger than the T-80B's turret and also has Kontakt-1 ERA. Is this the 'missing link' between T-80B and T-80U/UD?

In books on T-80 I saw at least two different turrets of the T-80B. One with a rear like the T-64B and one with a more 'triangular' rear. Also, the front of some turrets are more vertical like the T-72M1. Are these different production batches?

Could Mr Zaloga or any reader explain these differences or answer any of my questions.

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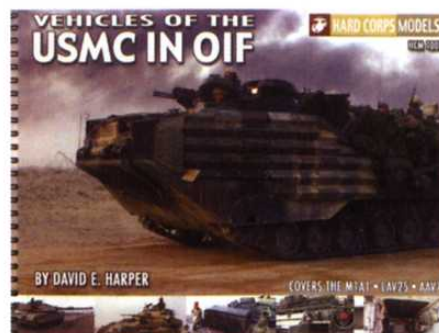
## ON PARADE

Books and videos reviewed

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Vehicles of the USMC in OIF, David E. Harper. Hard Corps Models, 551 Wheeler Drive, Moscow Mills, MO 63362 USA. hardcorpsmodels.com (no ISBN) Price \$50 + \$3.50 p&p - \$10 p&p overseas. A brand new book featuring some of the United States Marine Corps armoured vehicles used in Operation Iraqi Freedom has just



been published in the USA. It is the first in a series of privately published works by David Harper of Hard Corps Models. Author/publisher David Harper has gathered together a massive amount of photographs of current USMC vehicles - the M1A1 Abrams, the LAV25 and the AAV7, making the content of this first title an absolutely first-rate piece of visual reference work for the military vehicle modeller.

The book's 142 pages are packed with full colour photographs - taken of vehicles at USMC bases in the USA and deployed in Iraq. These are those 'hard to get shots', highlighting areas not normally visible or accessible to the layman and a result of full cooperation from the USMC. The book is landscape format, 280mm x 217mm (8.5ins x 11ins) spiral bound, which enables it to open flat without fear of cracking any perfect binding system, and it's printed on good quality art paper with the covers in heavy, UV varnished card. The benefits are two-fold; spiral binding enables the book to be opened flat and, if required, folded back on itself; secondly, none of the photographs are printed across the spine!

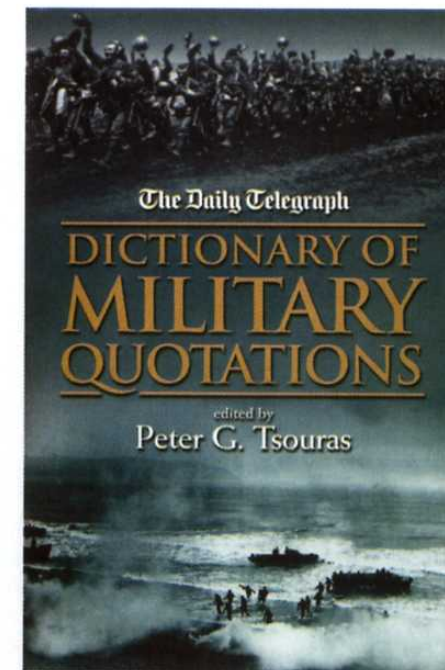
The first 33 pages cover the LAV25 - very useful for anyone modelling Italeri and Trumpeter kits and then it's on to the AAV-7(A1) RAMS for the next 60 or so whereas the remaining 48 pages cover the M1A1 Abrams. Photographic coverage offers a 'walk-around' each of the vehicles featured and the pictures, only a maximum

of four to a page, are specifically the kind of thing required for modelling projects. The camera gets in close and good sharp colour photography reveals all. General views taken of the vehicles in Iraq show how the Americans stow their vehicles these days - seemingly in 'the British way' with personal kit strapped all around the exterior. Any LAV25 kit built straight from the box is going to look decidedly 'nude' when compared with those within, shown on operations in Iraq. It's good solid reference material and highly recommended.

Ken Jones

The Daily Telegraph Dictionary of Military Quotations, edited by Peter G. Tsouras. Greenhill Books, Park House, 1 Russell Gardens, London NW11 9NN. info@greenhillbooks.com ISBN 1-85367-666-7. Price £19.99

As the 'dictionary' in its title suggests and its jacket flyleaf expounds - this book is 'The distilled wisdom of soldiers, commanders and military historians in one



volume'. Military experience from 2000BC to the present day. No one could really improve on that. This book is essentially an updated version of an original Arms and Armour title of 1992 - *Warriors' Words: A Quotation Book*.

There's hours of reading entertainment between the covers, with quotes from the great and good ... and the not-so-good. Arranged alphabetically, under relevant headings, it is very easy to locate and choose subjects and discover the entries listed. There are thousands of them and something new turns up on every page and, if you have 'done military service' - or doing it, you'll find many of the entries will produce a wry smile. One entry I chose at random under 'Change' was ...*The only thing harder than getting a new idea into the military mind is to get an old one out.* Captain Sir Basil Liddell Hart, *Thoughts on War*, 1944. I give it five stars for its information, being a good read, and its pure entertainment value.

Ken Jones

Peter Brown with an update on the latest titles, books and magazines, from Tankograd Publishing. The titles are available from the UK distributor, Bookworld Wholesale, Unit 10 Hodfar Road, Sandy Lane Industrial Estate, Stourport-On-Severn, Worcestershire, DY13 9QB e-mail: general@bookworldws.co.uk Elsewhere, contact the publisher, Tankograd Publishing, Verlag Jochen Vollert, Wilhelmstr. 2 B, 91052 Erlangen, Germany e-mail: jochenvollert@tankograd.com

Tankograd Militärfahrzeug 1/2006 (Soft cover, A4 size, 64 pages)

First issue for 2006 follows the usual format and promises more good things for the coming year with articles on a wide range of subjects. Coverage includes mostly modern with some historical subjects.

Longer articles include the US Army's OSTS-MBT OPFOR 'tank' based on M113-series chassis, with good photos showing this unusual vehicle on exercise including a large photo on the back cover. Half a world away is a piece on the Afghan T-62 Tank Battalion ANA, a great feature with background details on modern Afghan armour including training of crews by former East German instructors, photos of tanks and their crews. The German Unimog-based Dingo 2 protected truck is also featured with photos and cutaways. Coverage of the 2005 Beltrung 'War and Peace' military vehicle show is mostly photos of vehicles from WW2 to date. Two pages are given to the Slovak RM-70 Modular 8x8 multiple rocket launcher for the army. Single-page sections cover the Alvis-OMC RG-32M mine protected vehicle, Ford F-350 Severe Off-Road Vehicle truck, M543A2 wrecker and Alvis Stormer minelayer.

For the WW2 era (apart from the preserved vehicles at Beltring), an article on captured Italian Trucks in Wehrmacht service runs to six pages mostly of photos of Luftwaffe operated trucks in Italy and a shorter section on 1944-era Luftwaffe 'gun trucks' with improvised AA weapons using guns taken from aircraft. A one-page report shows

the restored Valentine DD. Bridging both eras is two pages of destroyed Shermans on the firing ranges.

Main text is in German with English translations for the long articles and dual-language photo captions but the editorial and news section are German only. European price is 8.95 Euro. Review copy came from UK distributor who can supply for £7.99 plus postage if bought direct.

KV-1 Soviet Heavy Tank of WWII - Early Variants and KV-1 Soviet Heavy Tank of WWII - Late Variants by Jochen Vollert. Tankograd Soviet Specials Nos 2002 and 2003. (Soft cover, A4 size, 80 pages each.)

Following on from Soviet Special No 2001 on the KV-2, these two books between them give the story of the 'small turret' KV series in its many variations. While each could be read on its own, the complete account can only be had with both books. Both have text and captions in German and English.

Early Variants describes the development of the series and then covers what could be described for simplicity as the welded turret versions. These follow the changes as new guns and increased armour in the form of bolted-on plates were fitted as production progressed. The account is very well-illustrated with 155 photos including two in colour, many are German wartime souvenir shots which though often of knocked-out and abandoned tanks still show a lot of details. In several cases the same vehicles are pictured from different angles which is a bonus. Others are close-up and walkround views of museum examples, a 1940 version in Moscow in the CIS and a 1941 e ekranami uparmoured one at Parola, Finland which both show small modifications which are pointed out; 1:35 plans show the prototype, original 1939 and 1941 e ekranami versions.

The second book, Late Variants covers the final welded turret type with reinforced

armour, the two cast-turret versions on the heavy hulls, the lightened KV-1S with its sloped engine deck and cast turret with cupola, and the KV-1S-85 with 85mm gun which led to the final KV-85 with enlarged turret as well as the flame-thrower tanks. Plans are included of the model 1941 with simplified reinforced welded turret, model 1942 cast turrets on a hull with the sharp-edged rear hull and the KV-1S.

A chapter gives technical description including extracts from the original manual with drawings of suspension, wheels and engines plus interior views. There is also a summary of experimental versions and a list of vehicles in museums. Photo coverage is again extensive with over 160 photos including wartime shots and others of vehicles at Bovington, Aberdeen Proving Ground, Parola and the CIS including the KV-1S-85 at Kubinka which is typical of the production KV-1S and a KV-85 plinth exhibit.

Both books include photos of Beutepanzer in German use, mostly as received but with a few additions and one photo of a tank with gun from a PzKpfw IV and other features. Together they give detailed coverage of these tanks and will be very useful for anyone modelling them from the new Trumpeter or older kits. One problem with identifying different KV versions is that many changes were made during production, not all of them at the same time and some vehicles were built with features of earlier or later batches. In addition, damaged vehicles were often rebuilt with parts from other tanks so anyone who wants to be specific will have to see several features before they can be certain. Text, photos and drawings show the many details which will help in that process. Overall, highly recommended! European price is 14.95 Euro each; £11.99 per volume in the UK plus postage if bought direct.

US WWII GMC DUKW-353 & Cleaver-Brooks Amphibian Trailers, Tankograd Technical Manual Series No 6003.

Edited by Michael Franz. (Soft Cover A4 size, 48 pages) Continuing this series which brings together extracts from original Technical Manuals or TMs for modellers, this



one is on the well-known DUKW amphibious truck. It has a short background text which gives the vehicle's history, lists the original serial number batches and gives a summary of the major changes in details introduced during production. Most of the book is illustrations which show both early and late production vehicles highlighting the main changes after the first 2005 vehicles were built. These introduced a new wind-screen layout, front deck arrangements and repositioned spare wheel among other items. General views of the front, rear, sides and top illustrate these clearly with the added bonus of many features being pointed out. These are followed by detailed views of the driver's area, instrument panels, engine, transmission, steering, axles, suspension, rudder, tyre inflation system, winch and tarpaulin cover arrangement. Even smaller details such as towing hook, fire extinguishers and compass are shown. A short section shows the standard A-frame hoist and few photos of DUKWs in use with a page devoted to rocket launching vehicles.

Also included is a seven-page section on the Duckling or amphibious trailer. This includes background history, record photos, instructions on how to hitch a trailer in the water and factory plans. A detailed German-English glossary and list of sources and further reading rounds off the book.

Very useful and reasonably priced compared to the cost of a complete original manual, this is highly recommended for anyone wanting to model a DUKW from existing kits and especially for converting to the earlier version. European price is 9.90 Euro and in the UK for £7.99 plus postage if bought direct. US WWII 155mm Gun M1/M2 Long Tom, 155mm M1917/M1918, 8-in Howitzer M1/M2. Tankograd Technical Manual Series No 6004. Edited by Michael Franz. (Soft Cover A4 size, 48 pages)

Using extracts from the original official TMs or Technical Manuals, this has coverage of three heavy artillery pieces. It starts with the Great War French Grand Puissance Filloux



155mm gun which was adopted by the US Army when it entered that conflict and used in the inter-war period before being replaced by the M1 and M2 series 155mm which used a more modern carriage with two, four-wheeled axles and improved elevation gear. Like the earlier gun it is shown in travelling mode with the barrel drawn back and even a photo showing it with full protective canvas cover. Barrel, breech, recoil mechanism, trails, spades, bogies, etc., are also shown in detail with shots of the piece being emplaced and loaded, two large photos of the gun 'in action' and a page on the 'Kelly Mount' firing platform for coast defence use.

Partner piece for the 155mm was the 8-inch howitzer also originally designated M1 or M2 which became the M115 in later years. This used the same carriage and is shown in similar manner though with the emphasis on the barrel and breech. Also illustrated are the two-wheeled limbers used for these guns. These were not always used as the guns were often towed directly by their prime movers. Details of sizes, weights, etc., are included as well as the detail differences between marks though in most cases these are manufacturing changes which would not show on a model.

This is an ideal source of material for modellers wanting build one of these pieces from available kits. The wartime guns served in various armies in WW2 and for many years afterwards and some are still in service even today, all were also used to arm self-propelled guns and though only the towed versions are shown here some sections also apply to the tracked versions. Very useful and reasonably priced, it is doubly welcome as coverage of artillery is nowhere near as extensive as that for AFVs and other vehicles. European price is 9.90 Euro. UK price £7.99 plus postage if bought direct.

The M48 Main Battle Tank in German Army Service by Stephan Marx. Tankograd-Militärfahrzeug Special - No 5011 (Soft Cover A4 size, 64 pages) American M48 series tanks formed a large part of the

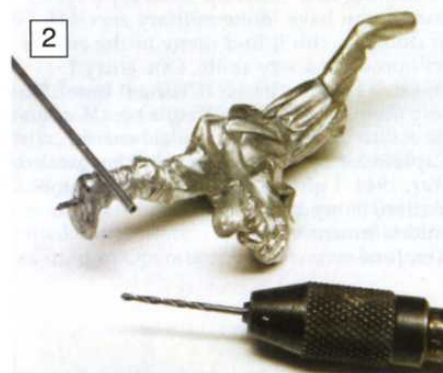


armoured strength of the former West German Army or Bundeswehr. A total of around 1,700 were to be bought, the first 'Kpz mittel Kanone 90mm' or M48A1 arriving at the end of 1957 with most tanks being M48A2 or M48A2C standard. Initially they had only minor detail changes such as direction indicators, but they were gradually fitted with German-designed smoke grenade dischargers and infrared searchlights. Finally, in the mid-1970s some 650 were upgraded to M48A2 G A2 with the British-designed 105mm gun as used on Leopard 1 as well as a new commander's cupola similar to the German tank. Although a 'Super M48' was developed with new engine, fire control, extra armour and other improvements it was not adopted. The importance of M48 reduced as first Leopard 1 and finally Leopard 2 came into use though they soldiered on until 1993 before finally being taken out of service. Some were passed to other NATO countries and a few chassis rebuilt into mine-clearers, others ending up as firing range targets.

The full history of this tank in German hands is covered here. It includes the development of the original vehicle as well as German improvements and organization changes, and is fully illustrated with photos with both official record photos and others of tanks on exercise. Most are black and white, but there are several good colour shots of the G A2 version in green-brown-black camouflage which will be useful for modellers. Captions point out details such as the development of markings over the period the tank was in service. Some extracts from the original Technical Manual are included with views of the engine and a sectional drawing. Apart from a page on the dozer-equipped tank, coverage is limited to gun tanks, M48-based recovery and bridgelayers are not included. There are, however, some unusual photos, showing what may be the only M60 in 'German service' and M48s carrying Leopard 2 turrets! Essential reference for anyone interested in the M48 or German armour of the post-war era, this is highly recommended as with other publications from Tankograd.

European price is 9.90 Euro. Price in UK is £7.99 plus postage if bought direct.





# Beginners Please

**Adrian Hopwood with another of his occasional modelling features for newcomers that shows how to use plaster display bases**

In this article I intend to show how a commercial plaster scene can be used to make a diorama or vignette for your models to go on. In it I'll demonstrate how to make some basic groundwork from epoxy putty, using a couple of different methods for that, and also how to make a scene and show a few of the mistakes that can be made relatively easily. I'm also going to make use of three figures; the Vikings being stock models from the ever-expanding Pegaso range, and the prone figure being one that I've slightly altered from a Muslim warrior during the Crusades, to a monk! This latter figure is one that I was given some time ago by UK sculptor Pete Morton, and I'm not sure which company produced it.

The alterations to this model were quite simple, and photo 1 shows it in the raw with the additions made. These are simply a bit of putty around the head after the helmet was scraped away, so that the putty (Magic Sculpt in this case) forms a cowl to the cloak or habit. Also, I added two lengths of lead wire that had been twisted together to form a simple belt after this shot was taken.

I found the cross in the spares box as I was rummaging through it - originally to find a suitably 'dead or dying' looking figure for this project, although I did need to make a longer upright for the cross and added a small block of plastic for the base that the cross would stand on. The left hand for this figure was lost somewhere, probably the spares box - and as I

couldn't find it, I had to substitute one from an Andrea Landsknecht figure.

The two Vikings were stock pieces, and the construction of each of those, along with the painting followed the lines detailed in the previous 'beginners articles' that *Military Modelling* has published.

It's probably worth mentioning how the models are fastened to the base first, as this is most easily sorted out before paint is added to anything. I've recommended adding brass wires into the feet and legs of a model, however, the second Viking is a little different, in that the manufacturers have already added a pin into one leg, because he is balanced on that single leg, as he appears to be running. This is rather thoughtful of Pegaso to do this, as you know that the model will not bend over a period of time, nor will he snap or become damaged easily. It does present one problem though in that the piece of wire the manufacturer has used is quite short - normally this would be OK, and the wire is certainly long enough to fasten into most bases quite adequately. But we're dealing with a soft substance here - plaster of Paris, and the model is relatively heavy. I'd prefer to have the wire pin go right through into the wood base that the plaster is going to be fastened to! So, what to do?

The easiest thing is to find a suitable piece of brass or aluminium tube with a bore that

matches the thickness of the wire used in the model. Then the pin that's already in the model can be glued to the tube, and the tube cut to a suitable length as required. But what if the tube isn't strong enough? You would probably ask. I'm a little paranoid about things like this and if I, spending 40 hours painting something, then I'd really like it to be around for a while, rather than dropping to pieces at the first jolt on the way to a show.

In this case, I've added a fine brass wire into the tube so that it fills the rest of the tube bore, and effectively makes the tube into a solid wire. The process of doing this is shown in photos 2 and 3, letting you see the tube being bored out slightly to accept the wire from the model, and then the brass wire being inserted to fill up the rest of the tube. Also worthy of note is the way in which I've used a wire inserted into one of the thicker folds of the cloak to act as a handle for painting. I did mention this in the last beginners' article, but didn't show a picture of it. This is shown in photo 4, and simply needs filling with a little putty once the paintwork is completed and then the putty painting with a suitably dark colour to match in with the rest of the cloak.

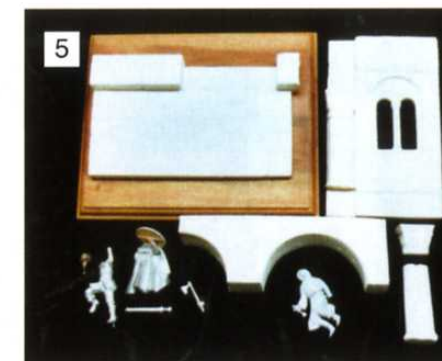
## Plaster base

For the plaster base I used a kit from the Alemany range. This is a Spanish firm who make a multitude of different kits, from simple balustrades to more involved pieces like this. They cater for both 54mm (1:32) and 90mm (1:20) scales, although there is less for the modeller in the larger scale range. Alemany certainly aren't the only producer of kits like this, VLS Corporation, Verlinden and Alhambra also produce similar offerings, although the smaller scales - 1:32 and 1:35 scale do seem to be better catered for.

Choosing a suitable scene or kit is simple, but sourcing it may be more troublesome. LSA models supply VLS Historex should be able to supply Verlinden, but I'm unsure who now supplies either Alhambra or Alemany in the UK at the moment. There are several advantages to these plaster kits. One being the ease of their construction; after all the headache of producing a wall and floor for your kit is virtually removed. Cost too, is rather a surprise, I'd initially seen these things used to good effect, and thought that they'd cost a small fortune. This one cost me £4.50, which I reckon to be a bit of a bargain. The downside (and there's always at least one!) is that you've got a generic kit that someone else can have just as easily, and also that because plaster is a fairly coarse medium, the detail can tend to be rather soft in some cases. The not so obvious downside is that these plaster castings tend to be (in the main) one-sided, so detail has either to be added to the 'back' or a second section purchased so that two parts can be glued together back to back.

Duff details can either be touched up with a fine scalpel or a needle; or on the other hand, hidden with a handily placed pot plant! How handy can a growth of ivy possibly be? Seriously though, it's far easier to place some greenery in a scene and hide a soft area of the plaster, simply because this also adds life to the scene.

The parts for the project are laid out in photo 5. This includes the running Viking and the 'dead' monk, and gives a good idea of the size of these plaster castings. To begin with of course the kit needs cleaning up, and I've always found this easily done with some fine glass paper and a new scalpel blade. The glass paper is the favourite, simply because



the scalpel blade tends to 'crack off' the excess material, and this can sometimes take with it areas that I'd rather keep. Although by using the knife you can effectively give a broken or damaged look to masonry.

The glass paper is more controllable, especially for getting parts flat on their undersides. That's fairly important, and most easily accomplished by putting the glass paper on a flat surface and then moving the part around on the glass paper, so that material is removed. Check the part regularly, as the plaster is very soft and removed quite quickly.

As with all kits, it's well worth bringing the major parts together in a test fit session before starting drilling and gluing anything. Of course the more parts that you want to test fit, the more hands you'll seem to need, and so I tend to use Blu-Tack and also some blocks of wood to help prop things up whilst I'm messing about in this way.

I decided that I'd have the scene viewed from within the building, with the action unfolding in the foreground, and also add a grassed and paved area behind the arch section with some Milliput. The fortunate thing here was that the arch is moulded with both sides detailed, although the window section isn't. This latter will have to have something added to it to block in those windows.

So that the blanking plate is the correct size, it's as well to make it now, lying, in this case, the back wall of the model down on a piece of plastic card and marking around it. The plastic card is then cut to size, and I also marked in the position of the windows. The simplest thing here is to paint the plastic card with a matt black paint, and then once the rest of the base is finished, to glue the blanking piece in position. There's nothing stopping you being artistic though and adding a stained glass window or something to add a more decorative touch to the model.



When all the bits are cleaned up and test fitted, it's time to fasten them together. Again, I tend to use pins to strengthen the parts, and I use wood glue for all the joints. Super glue is used for fastening the pins in place. Photo 6 shows part of this process with the pillar section having been drilled into to accept a couple of pins. Having selected a suitable wooden plinth, I drilled through the plaster base so that the floor section could be secured in position. The wood glue has a second function in that it acts as a partial filler. Certainly, small gaps are filled with the glue. Larger gaps need to be filled in afterwards, and rather than Milliput, I have found that household internal wall fillers such as Polyfilla or Tettrion work best.

It is very rare that the undersides of these kits are flat enough, even after heavy use of glass paper, or they will lie seamlessly on a piece of wood. To save time and frustration I hardly ever bother attempting to take off anything, but the largest of the lumps and bumps in that area. It's simpler by far to selectively remove the lumps and bumps so that the groundwork lies level, and then fill in around the edge. The construction can be seen completed in photo 7. Pins have been added through the main base, and also horizontally through the back wall and into the pillars that are attached to it, and into the arch too.

With the glue hardened, and the gaps filled in, it's surprising how sturdy this construction becomes, and now is the time to start solidifying the plans for the different figure's positioning. I had a scene in mind, picturing the models in position and having selected the plaster kit, I tested the models for a general fit,





and checked that they wouldn't either crowd each other, nor be too far spaced that the scene looked empty. (Remember this comment for later - as I've just shot myself in the foot ever so effectively!)

I'd planned, at this stage, that the figures were still going to be viewed from inside the building, there would be the Viking Chief standing over the monk that he's just killed and the other Viking running past to attack someone out of view and off the scene. I would put a nice nameplate on the front of the scene, and have the garden area at the back as an added interest to the viewer who took the trouble to look at the model from more than one angle.

Until the plaster kit is assembled, it's very hard to tell if things are going to be just as imagined. Placing things together with wood blocks and Blu-Tack is fine, but the wood blocks do tend to make a scene look more cluttered than it actually is. Finalize the scene

now, drill the location holes for the models and hopefully everything will go to plan. It's far better to adjust the position of something before it's glued in place, even if it means filling one hole in and drilling another. Better still, drill the new hole first, test fit and fill in the one that you didn't want to exist afterwards, than to have a model scene that you're not happy with. With everything done, it's time to add paint.

### Stonework and paths

With plaster models like this I tend to add the basic paint first before adding Milliput areas. This is because the surface of the plaster is powdery, and putty tends not to stick to it too well. To begin with, the plaster needs sealing and this can be done with a watered down coat of wood glue - waterproof wood glue is best and mixed with water to about the consistency of milk. It is as well to add a second

coat of the thinned glue, simply to make sure that everything receives a good covering. As the plaster tends to soak the glue in quite a bit, I usually leave it for a couple of days, at least before adding any paint to ensure that everything is completely dry.

The painting of masonry is fairly open to one's own interpretation. Visiting a couple of old churches or monasteries is worth doing, or looking at any old and very ancient monument is handy, basically to look at the colour of the stone used, any definite patterns in it and also how it weathers and erodes over time. Grey rock is pretty rare, looking at most (common) stone built edifices, and you'll encounter ranges of pale brown/grey through to darker brown and even blue/black dependant upon the region the stone has been quarried from. Again, it's down to personal taste, and also dependant upon whether you're modelling a specific location, as to what colour you choose to paint things. As I live in the northern city of Lancaster, I'm very lucky to be surrounded by stone built houses, a castle and various churches all built out of stone, all of which tends towards shades of sand colour, and that's how I chose to depict this model.

Photos 8, 9, and 10 show some reference shots I took; photos 8 and 9 are of the local castle and its priory church at Lancaster. However, they show a great deal of black on the stonework, this being caused by the soot from local wood and coal fires over the 18th and 19th centuries. This has to be taken into account when choosing to use such examples for modelling, and the subject in photo 10 shows one of the buildings of the 16th century farm building next door to where I live, which hasn't suffered from the same amount of pollution.

I've also added a couple of extra shots - 'close-ups' - which show the detail that could be added with the grain and coloration of each individual block of stone. Rather different to the 'flat grey-brown' that many modellers think that stone appears to be. (These detail shots are photos 30 and 31.)

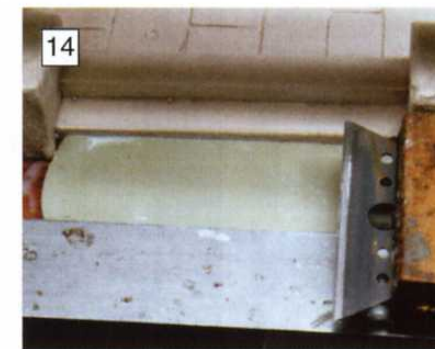
Before painting anything with any actual colours, I added the path area at the back of the model, for which I used Milliput epoxy putty, shown in photo 11, mixing two equal amounts together by rolling and kneading the putty until it has an even and consistent colour.

One thing to note about Milliput is that the



putty I've shown in photo 11 is quite old. You can tell that because the grey stick of putty has a greenish coating to it (that's the upper stick in the picture). This isn't by any means unusable, certainly for groundwork like this, but once a hard crust starts to form on the putty, which takes quite a few months, it can cause lumps and flakes off the stuff that make using it for fine detail impossible. It becomes a case of then of cutting the outer 'skin' away so that just the grey part can be used or getting some new putty altogether. As I say, the old stuff is OK for groundwork, and sometimes the imperfections can actually be helpful.

To make a simple paved path, I rolled out the putty on a flat tile coated with talcum powder as seen in photo 12. A paintbrush handle can then be used as a rolling pin to flatten this out to the desired depth - and you can use some guides to get the depth even by simply adding some brass rod, a couple of rulers or anything of an even thickness, to the edge of the tile so that the rolling pin is not allowed to go past a certain point to flatten the putty out. With the putty rolled flat, one edge can be trimmed with a sharp knife and a straight edge, and the putty tested for fit. If it's fine, then wipe the underside of the putty with a damp cloth or tissue to remove the talc, and then add some wood glue to the spot where the putty is to be placed. Fit the putty into position, and gently press into place with a very light touch - you'll leave undesirable finger marks in the putty if you press too hard. This can be seen in photo 13. To finish off the path, it has to be cut to size and the paving blocks marked out. Again I use a straight edge and a knife blade to do this, as shown in photo 14. Texture can be added afterwards by scraping and gouging the dry putty with a scalpel blade.



### Painting plaster,

To begin the painting of the masonry, I coated the whole model with a couple of thin coats of a light sand coloured acrylic. This was a mix of Games Workshop Skull White and Bubonic Brown. The colour was built up over two or three coats, and then left to dry completely for a couple of hours. I then painted on some Raw Umber oil paint, thinning this a little with white spirit, just enough so that it made it easier to apply, but not so that it was rendered into a liquid. After allowing this to dry slightly for about half an hour - just to get rid of some of those thinners, I used a soft cloth to dab and wipe the Raw Umber off the model, leaving the dark brown in the detail recesses, as shown in photo 15. I used some Titanium White oils next to highlight selected blocks of stone, applying this with an old brush and trying to get as random an effect as possible. This can be allowed to dry fully, and then the joints in between the blocks lined in with a Burnt Umber/Mars Black mix of oils, thinned so that it will flow on easily from a paintbrush. I



also added some weathering, this being in the form of some Olive Green oils, thinning this so that streaks and patches could be added, hinting at moss and algae that had formed in our damp and dank British weather. The basic effects of this can be seen in the photos where I've also begun to add the grass, again using Milliput.

This time I've added irregular 'sausages' of the putty to mark the outermost edges of where the grass is going to be. This will actually be the soil that the grass is on. To texture it I used an old plastic paintbrush, the kind com-







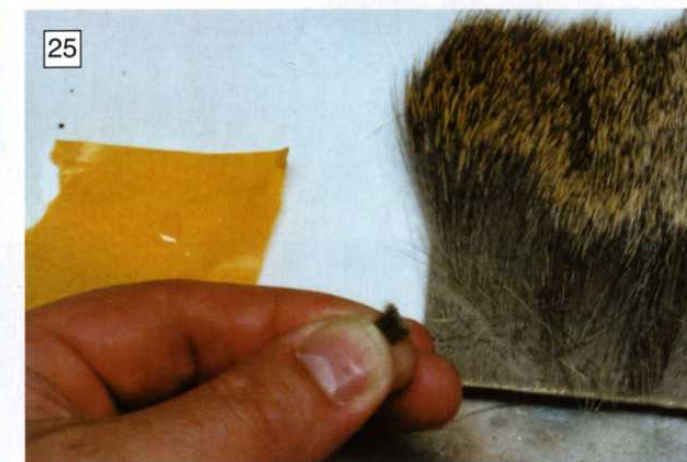
monly available in craft shops that are just about useless for the modeller. A new one is shown in **photo 16**, alongside one that I used to get the effect on the 'soil' by stippling and rolling the bristles into the putty. To highlight the effect, I've added some thinned oil paint to pick out the detail for the camera.

To add the main part of the grassed area in, more Milliput is added on, this time stip-

pling it with an old toothbrush. Varying effects can be gained here with this method, dependant upon how hard you press on with the brush, and by changing the angle. Also the 'grass' can be moved about to a small extent, or pushed into a pile, simply by changing the direction from which the brush is used. This is definitely one of those instances where experimentation will pay off,

but in **photo 17** I've shown what my efforts looked like, and then in **photo 18** are the beginnings of another method of making slightly bigger scale grass.

This next method is rather old, but which you might see on some figure bases. It's quite simple, and looks good too, but is time-consuming. Simply by adding small blobs of putty, as shown in **photo 18**, and then using a scalpel



blade to press in the detail of blades of grass. In the right hand side of the shot, the putty blobs can be seen, and then towards the middle of the picture you can see how I've begun to go around the edge of one blob with the scalpel. Towards the left hand side I've nearly completed a couple of the blobs, teasing the Milliput out so that it lies flat to the rest of the groundwork. The reason I tend to go around the edge of the putty first is so that there's no blanks of detail left to mar the effect. **Photo 19** shows the grass in this method completed, and in **photo 20** I've begun adding paint.

I added Burnt Umber oils to the soil, and Olive Green to the grass areas, wiping this off with the soft cloth, and then adding some Mars Yellow to the tops of the details. By adding some Titanium White oils over the top of that, the final highlights can be built up, and are shown in **photo 21**. This is all allowed to dry fully, and then I can add yet more grass. (I'd not generally use so many different techniques

on one model, but this is just for demonstration you understand. You can choose what suits your model, and what will look best).

This final method uses deer hair, which is available in most fishing tackle shops that sell fly-tying materials (used for making fly-fishing lures). Deer hair can be bought in several colours, but for our uses the natural or the green dyed varieties are probably most useful. It's comparatively cheap, as a piece shown in **photo 22** will probably cost about £3.50 and will last for ages. The method (again) is pretty simple, if a little fiddly, and the tools needed for this are laid out also in **photo 22**.

First of all put out a small amount of super glue onto a piece of the backing from some double-sided tape. The backing being the stuff that you would normally throw away. Glue applied to this will take ages to dry, and will allow us some amount of time to work. Basically what we do here is select a small amount of the deer hair, the fewer hairs

the better, although to add a patch of grass it will take longer, and cut them off the square of hide just slightly longer than you need - see **photos 23** and **24**. In **photo 25** I've transferred the hair so that I can cut away the excess at the base of the bundle, creating a flat edge. This is then dipped into the waiting glue, and then applied gently to the groundwork in the desired position. However, two points to note are:

1. The tips of the deer hair don't accept the dye (if the hair is dyed that is), or in their natural state are lighter than the body of the hair. This is worth retaining, as it resembles the seed/flower heads of real grass, but at a smaller scale.
- 2) If you allow the cut base of the bundle to splay out a bit, when the bundle is applied to the base, the 'grass' doesn't look like it's all growing from one point, but seems to be sprouting from a larger area, and therefore a lot more natural.







Photo 26 shows the addition of several bundles of deer hair to the model, and you'll note that some of the hairs have fallen over to lie horizontally or at skewed angles. This is fine as the errant hairs can be removed with the tweezers after the glue has dried, but by patting the tips of the hairs just after applying them to the base, the grass can be further spread out, making it bend in random directions from its base, again this is an advantage, making it seem to be more natural. In photo 27 the grass is complete, the scruffy nature of fully-grown grasses being evident, no two stalks seeming to grow in quite the same direction.

Note that the deer hair needs no paint; you can of course stain it with oil paints, although the areas that the super glue has touched will remain unaffected because of the glue sealing the hair. However, by using the green, the natural or a mix of the two colours, a satisfactory finish can usually be arrived at.

The final additions to the scene are the blanking plate that was made and painted earlier, and also to paint in the undetailed edges along the top and sides of the plaster base. I chose black for these, which does make them stand out a bit, but I've also seen them done in the same colour as the stonework, and this looked good too. The choice is of course up to you when you're doing one for yourself. Now with the base complete, the models can be added.



#### Adding figures

The only problem encountered here was that the monk isn't completely flat on the lower side, and the gap needs filling. This is shown in photo 28, where I've begun adding some Magic Sculpt putty, pressing it into the gap with a sculpting tool. In photo 29 the putty has been painted in to match the rest of the monk's habit. Also worthy of note is the fact that I drilled the hole for the running Viking's pin at an angle so that I didn't have to bend the extended pin that I'd added. The pin was painted black before adding glue and positioning the model.

The photos show views of the model, which seems to work rather well. But before I congratulate myself too much, I did make one rather major mistake. As mentioned towards the beginning of the model, I thought I'd planned it rather well, and was happy that the front of the vignette would be the view taken from inside the monastery. Having completed the model, however, I find



that the view from the opposite side is more pleasing, looking over the grassed area and having the view of the Vikings framed by the arches of stone! It would have been better, therefore, placing the plaster base further on to the wood plinth, and allowing myself more space to add more path, and more grass too, and possibly been able to include the third Viking from the Pegaso set that comes with the two used here. We learn from our mistakes, but aren't we all wiser in hindsight? This goes to prove one thing, we're none of us infallible, and everything can be improved upon. Unfortunately, in this case, I can't go back and change things around, so I'm stuck with what I've made, which even then, I'm still pretty pleased with.

Thanks go to Pegaso and Pete Morton for the models, both sent some time ago, so my apologies too for not having made use of them sooner.



## Desert Rats' Cruiser

Mark Bannerman builds Cromwell Models' 1:35 scale kit of the British early Second World War Cruiser Tank - the A9 Mark I painting it in the short-lived Caunter camouflage scheme

Daniel Munoz made the composite photograph using views of the model with subtle changes on a desert foreground against a blue sky with white clouds.

The Cruiser Tank A9 Mark I was a lightweight development of the Medium Tank Mark III. Several features made this tank unique; the A9 had its engine located in the rear with a central, powered turret, the armour was almost entirely vertical and an auxiliary engine was used to start the main engine. The driving and fighting compart-

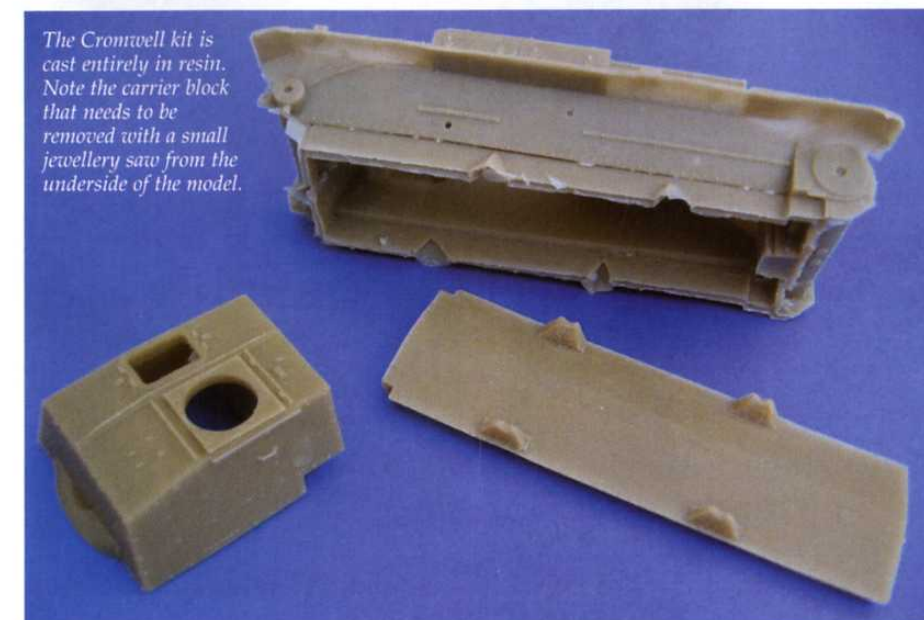
ments were located together and each of the hull machine gunners was located on either side of the driver. The Vickers 'slow motion' suspension design was later used on the Valentine series with some minor modifications. The A9 had a crew of six, weighed 12 tons, with a performance speed of 25 mph and approximately 125 were produced.

Armament was a two-pounder gun and a co-axial .303in Vickers water-cooled machine gun in the main turret, and one .303in Vickers water-cooled machine gun in each of the two smaller turrets at the front of the hull. The close support version (CS) of the tank was armed with a 3.7in gun firing high explosive shells, and in line with British doctrine of the time, deployed in headquarters' squadrons. The Mark I was in service from 1938 to 1941 and was used in some regiments of the 1st Armoured Division in France and armoured divisions in North Africa until 1941. Evidence suggests that captured examples of the Close Support (CS) version of the tank were used against their former owners by Axis forces in 1942 in the Western Desert.

#### Assembly begins ...

The kit represents one of Cromwell Models' early 1:35 scale resin offerings. The kit is of high quality resin and after measuring it up, it is quite accurate, well-detailed and relatively simple to build. The actual build of this kit was quite enjoyable and the only time-consuming parts of the construction was the initial clean-up of the lower hull plate and ensuring a good fit for the running gear.

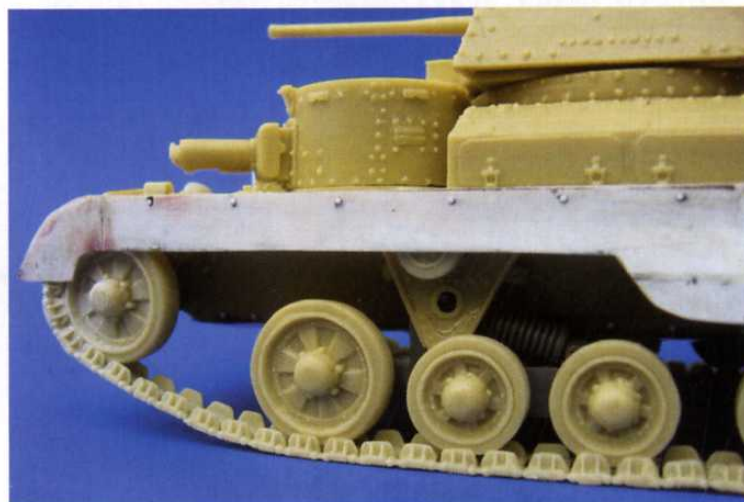
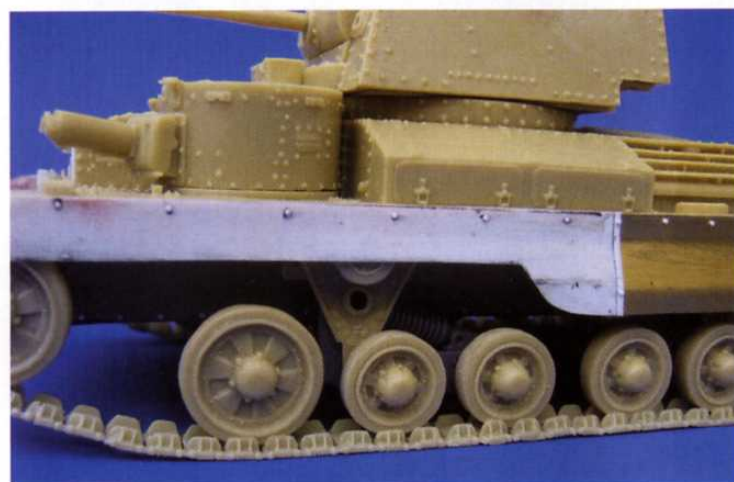
I started the build by replacing the resin suspension with the plastic parts from VM's Bishop SP 25pdr kit, but retained the Cromwell Models' wheels as these are correct and specific to the A9. The Cromwell kit's running gear was nicely done, but the VM







ABOVE LEFT: Thin brass and sheet styrene were cut to size for the side sand-shields fitted in North Africa. ABOVE RIGHT: The shields were attached to the side of the model using super glue. BELOW: Small rivets were added using a punch-and-die set. The resin tracks come in lengths and are extremely brittle and were dipped in boiling water and then shaped into place on the running gear.



ABOVE LEFT: Aluminium foil was used to build up the front and rear track guards. Note the crisp detail on the surface of the model which only becomes apparent once the primer is applied. ABOVE RIGHT: Rivets were also added on the lower hull of the model.

plastic offering was somewhat more crisp and easier to clean up. The alteration did require some measuring and location of various parts and several dry runs were required to ensure the fit was correct and that the tracks would be aligned properly.

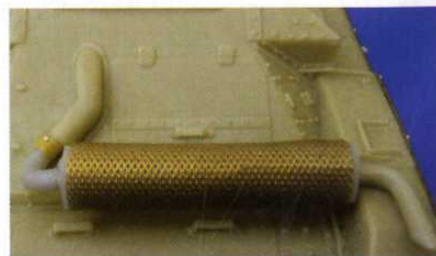
#### Pause for thought

In retrospect, it would have been far easier to have used the Cromwell Models' resin suspension parts because the kit was designed to accommodate them! Whereas the VM parts were slightly larger in scale and reposi-

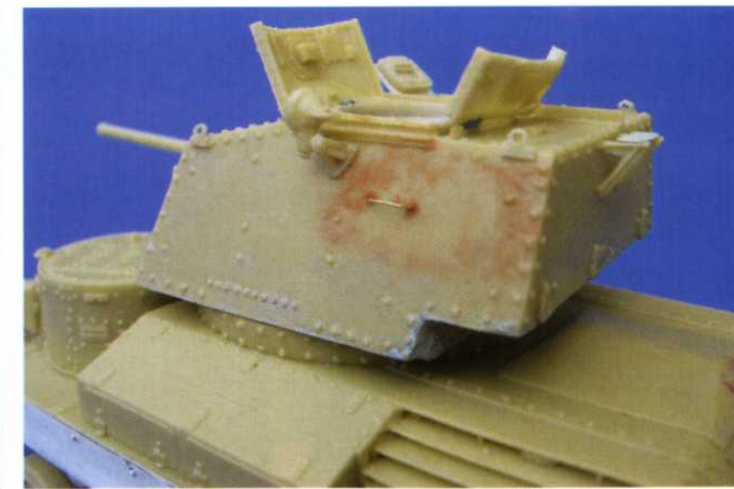
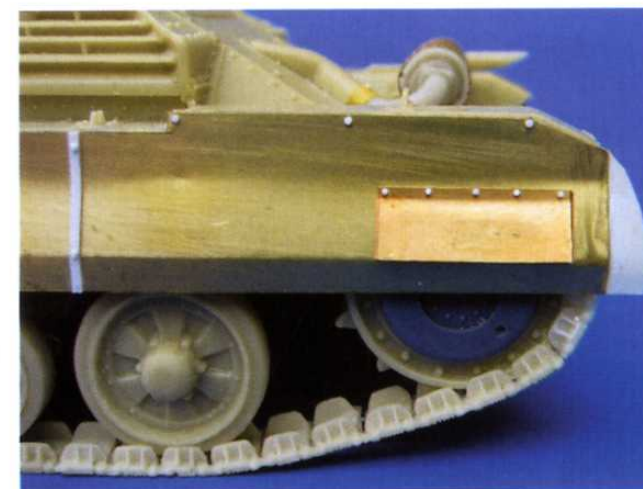
tioning them was a daunting task. Once the suspension was glued in place, the wheels were attached with 5-minute epoxy and it was time to move on to the upper structure.

I cleaned up the small carrier plugs under the two front machine gun turrets with a Dremel sandpaper tool and drilled a small aperture into both machine guns. Small details such as the lights were hollowed out and grab handles were replaced with electrical copper wire glued in place with minute amounts of super glue.

As I was flipping through reference books, I came across several A9 photos in the Desert



The prominent exhaust silencer on the engine deck was wrapped in fine mesh purchased at the hobby store.



ABOVE LEFT: Sheet styrene and foil were used to construct the end sections of the shields. ABOVE RIGHT: Copper wire was used to replace resin grab handles.

sporting larger, shaped sand-shields. I opted to try to replicate these onto the model and needed to make a trip to my local hobby store for some sheet styrene and copper sheets. Based on photographs, the rear half of the sand shields were attached to the tank in an outward position. In order to replicate this on the model, I used thin sheets of brass cut to length and width with an X-acto knife, then bent to shape using an Etchmate and fixed them to the tank with super glue. The front portion of the shield is relatively vertical and I used regular sheet styrene for this purpose.

Once the shields were attached, I filled any gaps with Tamiya putty and added small strips of sheet styrene where necessary to fill openings. I also added some etch from my 'spares box' and used aluminium foil to extend the front and rear track fenders. Brass mesh was also used to cover the external exhaust silencer on the rear engine deck.

As a last step in the building stage, I added the resin tracks. These are extremely brittle and great care should be taken in handling these.

Typically, I would attach tracks after painting the model, but resin tracks require considerable fiddling and handling of the model which could potentially mess up a paint job. For this reason, it is advisable to fix the tracks before painting the tank.

The tracks were cleaned up by gently brushing them with an old toothbrush to remove any thin flash. The track lengths were dipped in boiling water with a set of tweezers for about 10 seconds and shaped into place on the running gear. The tracks remain quite manageable for about 20 seconds before they begin to harden. If the shape does not take, simply re-submerge the tracks in boiling water and try again. Once the shape is correct, super glue was applied between the tracks and wheels. This process took the better part of an hour to accomplish. It should be noted that the tracks can be shaped into place with the heat from a hairdryer, but this is a longer process. To finish up the build, I used a punch and die set to add rivets where these were needed.

The kit is built and ready for the painting process. Citadel primer and Xtra Color paints were used for the project.



The headlights were hollowed out using a Dremel tool.

#### Painting the 'Caunter Scheme'

The painting process would be the most enjoyable part of the project because the various schemes pose interesting challenges. There are three possible paint schemes applicable to the A9; in France they sported a two-tone camouflage scheme of Bronze Green and Deep Dark Green (large sand shields were not used in France). In North Africa, the A9 was either painted in overall sand or in a disruptive radiating three-colour Caunter scheme. The latter was my preferred choice for this particular project.

Before starting the painting process, the kit was thoroughly cleaned with soap and water to remove dust and grime and this also greatly helps provide a 'tooth' for the primer paint. Once dry, I primed the whole kit in Citadel Skull White (from an aerosol can) in two light coats. The surface was checked for imperfections and unwanted surface blemishes and after making adjustments, I allowed the primer to dry overnight.

The three-colour Caunter scheme was adopted briefly in the early stages of the desert campaign. The colours are described as 'Portland Stone' for the base, 'Silver Grey' for the mid-section, and 'Slate Grey' for the upper section of the tank. In the Humbrol series, close matches would be Matt Brown Yellow 94, Matt Beige Green 90 and Matt Slate Grey 31, respectively. In the Tamiya range, the closest matches out of the bottles are: Desert Yellow XF-59, Sky XF-21 and







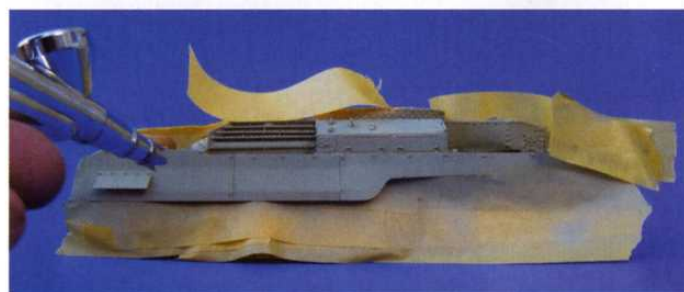
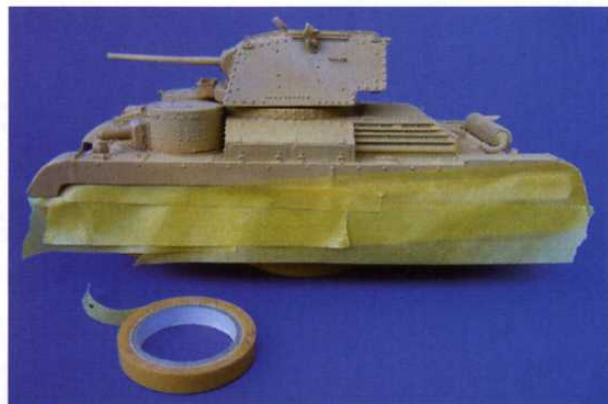
ABOVE LEFT: A metal rod was bent to the shape of a hook to fit into the chuck of a mini drill motor tool. This helps to mix the paint in the jar or tin. To avoid a disaster make sure you start and stop the drill with the 'stirring rod' in the paint.



The model received two coats of Citadel Skull White as a primer. It is important to ensure that the primer covers the entire tank including the tracks.



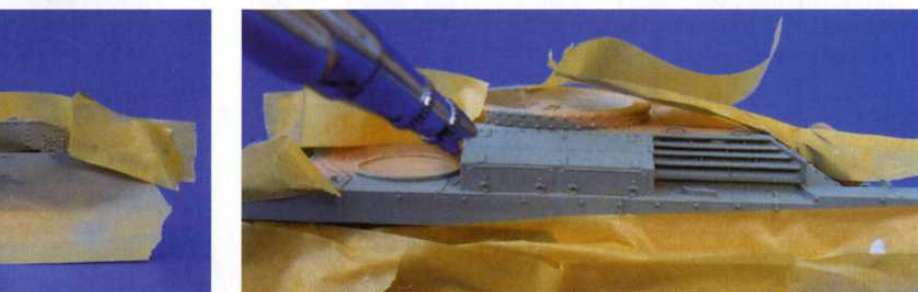
ABOVE LEFT: To begin the painting process, I used Xtra Color X821 AIF Light Stone for the British Standard Colour (BSC) No.61. ABOVE RIGHT: A second coat of the same AIF Light Stone was sprayed on, but with 20% Xtra Color White added to the mix. Tamiya masking tape was applied to protect the lower areas of the model oversprayed from subsequent paint applications.



Field Grey XF-64. For more precise references and mixes, I highly recommend Mike Starmer's excellent book *The Caunter Scheme* in which he provides the appropriate mixes, colour chips, explanations and 360° diagrams for the layout of the Caunter scheme on various vehicles.

I opted to try the Xtra Color paints which I ordered through Hannants in the UK. Hannants recently released a set of paints specific for the Caunter scheme and I wanted to make use of these. The Xtra Color line of paints is superb paint for several reasons. The colour variety is extensive, they dry with a slight sheen and are seemingly impervious to vigorous weathering.

To start the painting process, I used Xtra Color X821 AIF Light Stone for the British Standard Colours (BSC) No.61. The paint was mixed with Xtra Color Quick Dry Thinners in a 60:40 ratio mix and sprayed onto the kit. I repeated this step with a second application of Light Stone, but added 20% Xtra Color White and only sprayed this application on the upper surfaces. The purpose of this step is to provide a subtle highlighting to the



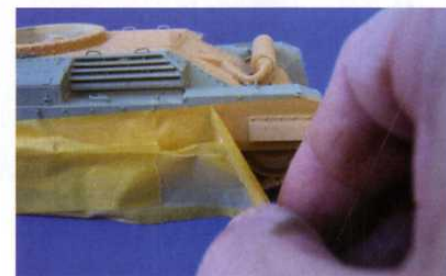
ABOVE LEFT: For the second colour, I used Xtra Color X819 Silver-Grey BSC No.28. ABOVE RIGHT: A second lighter coat of Silver-Grey being applied.



ABOVE LEFT: A few touch-ups were required to ensure that any primer underneath did not show through. ABOVE RIGHT: All of the masking tape was carefully removed from the model.

upper surface of the tank. This was left to dry for two days.

The next step was adding the second colour in the Caunter scheme. I used Xtra Color X819 Silver-Grey (BSC No.28). To apply this particular colour, it was necessary to mask off the lower part of the tank using Tamiya masking tape and 3M 'Post-it' sticky



notes to protect the base colour. I applied the Silver-Grey paint through the airbrush with very light passes with the compressor turned down to 15psi. This is a delicate step and it is important to take one's time. It is particularly critical to ensure that there is no build-up of paint along the edges of the masking tape, otherwise the border between the two



The model with the base colours of the Caunter scheme applied, WD number, tracks and rubber wheel tyres painted with enamels.



colours will result in an uneven line and possible 'bleeding' of wet paint under the tape. It is best to spray with one light pass, allow time to dry and repeat the step twice more - each time allowing a 15-minute drying period. The paint was left to dry for two days.

Finally, I was ready to add the last colour on the upper surface of the tank. I masked off the remainder of the kit with tape and 'Post-it' notes and was ready to paint. For this last colour, I used Xtra Color X820 Slate (BSC No.34). The paint was again mixed with 40% thinners and was carefully applied in light strokes using the same technique described for the mid-tone colour.

I carefully removed all of the masking tape to reveal a very stark looking tank. I searched for markings and came across a written account of A9s serving in 'B' Squadron, 1 Royal Tank Regiment. I opted to mark this model as T-7200 commanded by Lieutenant C.A.S. Millar. The WD numbers, from the Archer series of transfers, represents the only markings on the A9s in this squadron. As soon as the WD numbers were in place, I applied a quick squirt of gloss over the whole kit to prepare for the weathering process.

Prior to the weathering process, I opted to paint the tracks and wheel rubber. The tracks were painted with a brush using a mix of Matt Black 33 and Chocolate Brown 98 Humbrol enamels. The rubber parts of the wheels were painted in Humbrol Matt Black 33 mixed with a bit of 'grey' enamel added in.

### Weathering processes

For the weathering process, it is important to consider location, condition, climate and the duration of the vehicle's service. Although the A9 was new and short-lived in the desert, the combination of dust, sand, and sun would make it virtually impossible to depict a relatively clean or pristine looking tank.

Before starting the weathering process, I applied a thin coat of Tamiya Deck Tan XF55 mixed with Tamiya Buff XF57 and Tamiya



I applied a thin coat of Tamiya Deck Tan XF55 mixed with Tamiya Buff XF57 and Tamiya thinners X20A in a 1:1:1 ratio to give the model a dusty appearance.



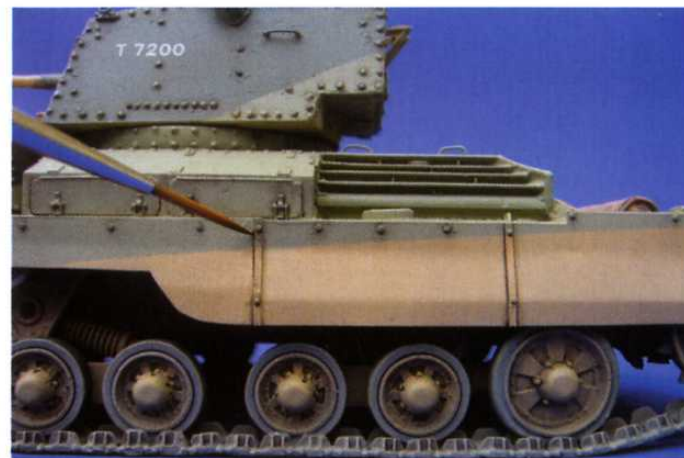
The dusting application helped create the appearance I was working to achieve and bring some uniformity to the three Caunter colours.







I finished the headlights by first painting the interiors in silver, using a Tamiya silver marker, and then adding a drop of 5-minute epoxy in each for the glasses.



ABOVE RIGHT: I started the weathering process with a pin-wash, which is essentially a carefully placed local wash rather than an overall wash. I mixed Rembrandt Sepia oil colour (30%) and Humbrol thinners (70%) and began the task of touching the tip of a liner brush along seam lines, around bolts and grab handles and onto the road wheels. BELOW LEFT: The result of a pin wash. BELOW RIGHT: For the filters, I mixed 5% Humbrol Dark Yellow 93 with 95% Humbrol thinners and applied this with a wide brush in a vertical motion on the tank and tracks. I repeated the same technique using Humbrol Stone Yellow 72.



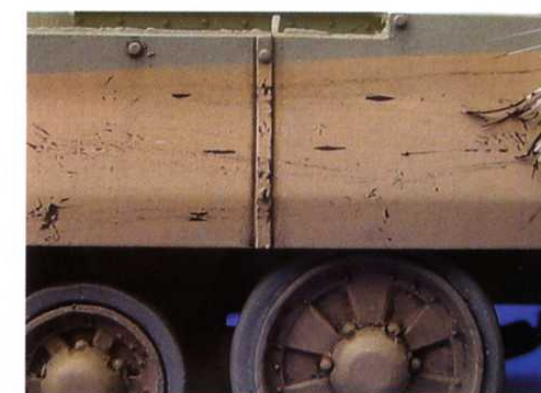
ABOVE: The next step was the application of some subtle dry-brushing. I proceeded to lightly brush the surface of the kit in a whisking downward motion. Dry-brushing should be kept as subtle as possible. BELOW: The model after a pin-wash, filter and dry-brush treatment.

Thinners X20A in a 1:1:1 ratio. This was sprayed on the entire tank with a heavier application to the lower substructure. This application helped create a dusty appearance and bring some uniformity to the three colours of the Caunter scheme. I then airbrushed the lower half of the model with a heavier, but restrained, amount of Tamiya Deck Tan XF55 mixed with Tamiya Thinners X20A. It is critical to apply this mix in a workstation with plenty of natural light to ensure that the application is not too heavy and it can be very difficult to reverse this step if overdone. If it is inadvertently overdone, several light vertical dry-brushing treatments with an enamel-based colour equivalent to the base colour will greatly help reduce the effect.

Once I was satisfied with the dusting effect, I continued the weathering process with a series of pin-washes. A pin wash is essentially a carefully placed local wash rather than an overall wash. To start, I sprayed a thin coat of pure Testor's thinners



The scratches were applied with wooden BBQ skewer splinters and a mix of brown and black Vallejo paints. I kept the application to a minimum as I did not want to overdo this step.



BELOW LEFT: A close-up image of the scratches. Note the muted effect of the scratches as a result of a light Tamiya dust application. BELOW: I finished up the weathering process by applying some subtle weathering using MIG pigments.



to the model to help break up the surface tension. I mixed Rembrandt Sepia oil colour (30%) and Humbrol thinners (70%) and began the task of touching the tip of a liner brush along seam lines, around bolts and grab handles and onto the road wheels.

The next weathering step was the filter system. I mixed 5% Humbrol Dark Yellow 93 with 95% Humbrol thinners and applied this with a wide brush in a vertical motion on the tank and tracks. I repeated the same technique using Humbrol Stone Yellow 72. When applying this technique, ensure to respect the paint to thinner ratio, otherwise it will turn out blotchy and messy. I was admittedly apprehensive in using Testor's thinners on the Xtra Color base, but the base paint held up superbly without any incident.

The next step was the application of some subtle dry-brushing. I dipped a wide brush in some Humbrol Matt Brown Yellow 94 mixed with Humbrol Matt White 34, rubbed the brush hairs onto a rag until they were void of paint and proceeded to lightly brush the surface of the kit in a whisking downward motion. The dry-brushing was restricted to those areas which were painted in a light yellow colour. If it looks as though the paint is not adhering, then the amount of paint on the brush is adequate. Dry-brushing should be kept as subtle as possible. I repeated the same step by dry-brushing Humbrol Matt Beige Green 90 onto the mid-section colour and finally I applied a small amount of Humbrol Slate 31 to the upper darker areas.

I noted on close examination of A9 photos that these typically show scratches and dings to the side sand skirts. I was uncertain how A9s received scuffs and long scratches, however, further research revealed photos of A9s housed inside makeshift enclosures built of large stones and boulders. This made it clear why such large abrasions would be apparent.

The scratches were applied with wooden BBQ skewer splinters and a mix of brown and black Vallejo acrylic paints. I kept the application to a minimum as I did not want to overdo this step. To tone down the stark appearance of the scratches, I sprayed a very light mist of Tamiya Deck Tan XF55 to the lower structure of the model. I then finished up the weathering process

by applying some subtle weathering using MIG pigments. The pigments were applied dry with a liner brush around bolts and rivets.

Photos of the A9 Cruiser show them to be free of any equipment or accessories on the tank's exterior surfaces. Last touches on the model included adding the lights by first painting the interior of the light fixtures in bright silver using



The pigments were applied dry around bolts and rivets.







a Tamiya silver marker and then placing a small drop of 5-minute epoxy for the bulbs. The Vickers machine gun barrels were painted in Vallejo gloss black and a light dry-brushing of Xtra Color Oily Steel provided the metallic high-lights. The antenna was made using sheet

styrene rod cut to length, painted in black and a few signal flags made from aluminium foil were attached and painted in Humbrol enamels. A slightly modified 1:35 scale Hornet figure was added to the model to provide some weight and visual human comparison to the size of the A9.

TOP: The composite photo with the black and white original inset on which my model was based. ABOVE: The model after it has been weathered. LEFT: The model was completed by adding a modified 1:35 scale Hornet figure in the commander's hatch.

#### Forward planning helps!

This was my first go at trying the Caunter scheme. In fact, this was my first attempt at a non-monotone coloured model. In applying this scheme (and equally applicable to multi-coloured camouflage schemes) I learned that the key is to thoroughly think through the painting process beforehand. Before I started on the painting and weathering process, I wrote down on paper each step that I would take and also drew out precisely where the various colours would be applied on photocopies of scaled plans of the vehicle. Establishing these guides and plans for myself well ahead of time greatly helped to keep me on track, as it were, and probably went a long way to helping reduce any potential omissions and errors.

#### Acknowledgements

I thank Peter Brown for his wealth of knowledge which he kindly shared with me on this project; Daniel 'Bond' Munoz from Nuts 'n' Bits, Mike Starmer and Jay Laverty.

NEXT ISSUE: Peter Brown covers the history of the Cruiser Tank A9 Mark I

# The Sculptor's Sketchbook

Charles Buchanan in the final article of his five-part series on modelling the horse considers the mane, ears, saddle, tail and tack

In this final article of my five-part series, we'll be finishing off our work using the acronym 'MESTT' as a guide, but not necessarily in terms of letter order! Instead of beginning with the mane, the first task will be both ears, which have their own specific shape. Be careful not to

make them too long otherwise you will be committing a greater error than modelling a head that's too large; long ears downgrade your horse even more to that of a mule.

Drill small holes into the head area where the roots of the ears should be and insert thin

wire into these holes as supports for modelling material, cutting off any excess. Mix putty, wrap it around these supports and then model both ear-shapes, (Fig 1a). Using the rounded end of your modelling tool, insert it into the ear to create a cavity, (Fig

Fig 1a



Ears are the first to break if mishandled, so always pin them for reinforcement.

Fig 1b

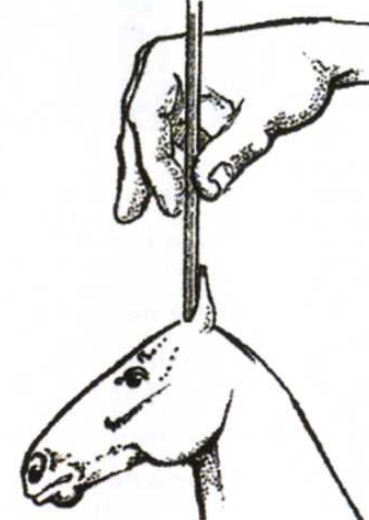


Fig 2

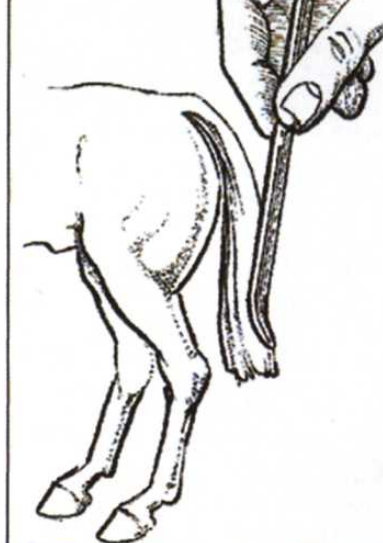


Fig 3a

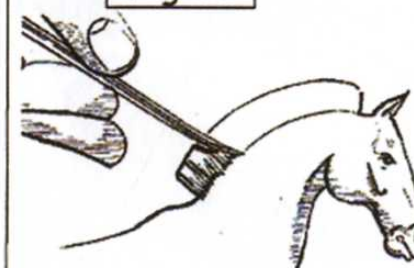


Fig 3b



Fig 4

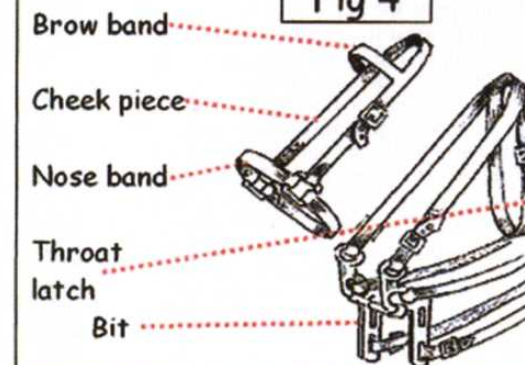


Fig 5a

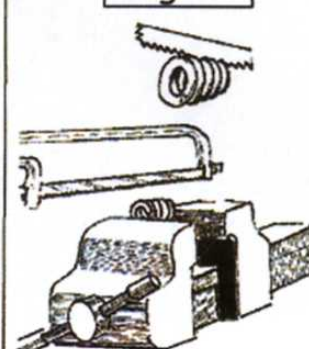


Fig 5b

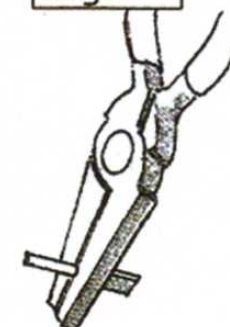


Fig 5c



Fig 5d

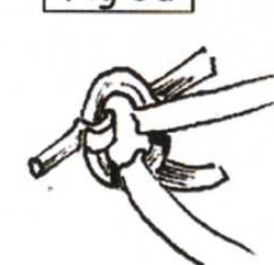






Photo 1

1b), making final adjustments before the putty cures. The wire rod should sit towards the back of the ear and be animated into an ear shape if necessary.

Leaving both ears alone for a while, move on to the tail. To prevent material slippage, ensure that the tail wire's circumference is wound with thin binding wire, then bend this tail wire into the desired shape according to pose. Mix enough putty for the tail, wrapping it around the wire and blending in its edge with the hindquarter rump, using either your fingertip or tool No.1.

Using the sharper end of tool No.2, create furrows along the length of the tail, (Fig 2). Hair is always modelled in clumps rather than individual strands, as strands look odd and become brittle. Tail hair is generally straight, so keep curls to a minimum, (Photo 1).

Moving on to the mane, mix some putty, flattening it into a strip, the edges of which should be butted up against the nape of the neck, but not blended as you have done before. Use the end of tool No.2 and make a series of indentations into one side of the strip to create a distinct hairline, extending from the withers to just below the ears where the bridle's headpiece sits, (Fig 3a and Photo 2). Bend/flatten this strip over the nape of the neck with your finger, then make a series of indentations, as per Fig 3b, to form separate strands of hair. Don't model forehead mane yet, because the next step is to sculpt/position bridle straps.

The average bridle comes with a number of segments, which collectively attach to a bit. There are numerous types of bridle, but for purposes of this exercise I've chosen a military style. The illustration is broken down into two parts, the first segment containing: noseband, cheek pieces and brow band, the second, cheek pieces which are attached to the bit, (Fig 4). If your horse is small scale, you may be able to get away with a bridle that's modelled directly onto the head, but no matter what scale modelled cheek pieces, brow band and throat latch will suffice. A problem arises with regard to cheek pieces attached to a bit, plus the noseband, for if realism is your goal, these parts will have to look independent of the head.



Photo 2



Photo 3

Create the bit first. There are numerous ways of doing this, but if it's a simple snaffle bit, wire rings will do. You'll also need pins that attach to each loop so that you can insert them into both corners of the mouth where they are epoxy-glued in place. Make circular rings by winding wire around a piece of metal rod to create a spring/coil. Remove the spring and carefully clamp it in a hobbyist's vice, then using a junior hacksaw cut through one side till you are left with a series of 'O' rings. The saw cut leaves smooth ends, which you need in order to butt them up against each other, as if you were making chain mail links, (Fig 5a). The

join has to be covered anyway, and for this you have two options, firstly to cover it with the mouth pin, or secondly, to conceal it underneath the reins or cheek piece.

To make pins, use wire that is pliable enough to bend with needle-nosed pliers; I find copper to be the best and keep a selection of various gauges above my workbench. Cut two lengths, flattening part of the wire between the jaws of pliers that aren't serrated for grip, as per Fig 5b. Once trimmed to size, bend the flattened end around the wire 'O' ring to make a simple hinge joint, (Fig 5c). If you're satisfied repeat the process as you'll need a pair.

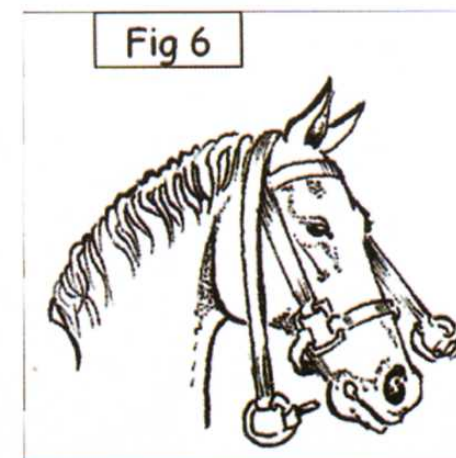


Fig 6

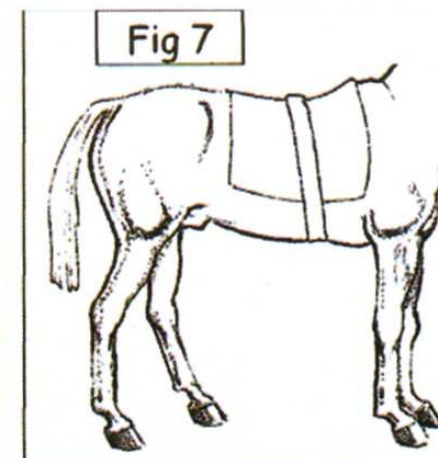


Fig 7

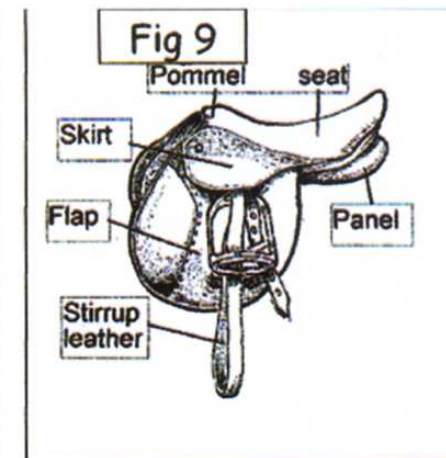


Fig 9

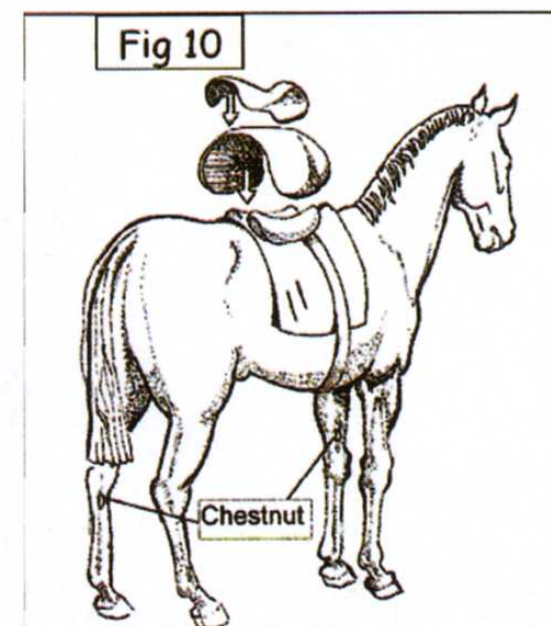


Fig 10

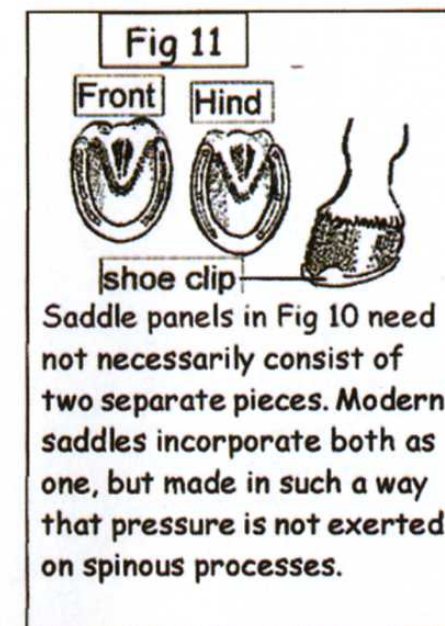


Fig 11

**Saddle panels in Fig 10 need not necessarily consist of two separate pieces. Modern saddles incorporate both as one, but made in such a way that pressure is not exerted on spinous processes.**

All of us have little secrets that we've garnered over the years, necessity being the mother of invention; I'm about to impart one of them to you. Reins and cheek pieces are difficult to make and I've tried many methods such as: flattened solder wire, leather strips and even epoxy glue spread across used fabric softener tissue, which I've cut to size. None of them worked successfully, until I had my encounter with polyurethane resin that is. You will need finely woven glass cloth, disposable rubber gloves, polyurethane resin parts A & B, a flat plastic surface, and a filter cartridge respirator. A word of caution, always use your respirator in a well-ventilated area when working with polyurethane resin, for when mixed a chemical reaction occurs and isocyanate fumes are given off, to which you can become sensitized. Polyester resin, commonly called fibreglass resin, isn't suited for this purpose because it hardens too quickly.

Place a strip of glass cloth onto a flat plastic surface, which has been sprayed with a silicone release agent. Don your mask then mix a small quantity of resin. Using a spatula spread it across the cloth until it's completely impregnated. Don't use too much resin, as you don't want the reins to be too thick after they've dried. As the resin cures place a metal rule across it and cut strips with a sharp blade. At this stage the resin/cloth strips are rubbery. Quickly

bend the ends around your wire rings to make reins, sealing seams with super glue. I use this method for making all bridle parts, including the cheek piece, which I measure to size beforehand, (Fig 6). The results always look far more realistic and painting is so much easier, as bits of paper can be inserted underneath bridle segments to prevent over-brushing onto the horse. Depending on what you have decided, once the bridle is in place, model the forehead mane. Try and leave the reins until your rider is complete. Once he is in position you can cut the reins to size and reshape them with heat from a hairdryer.

Moving onto the saddle and blanket, make an additional polyurethane/glass cloth strip for the girth and another rectangular one for the saddle blanket. I suggest you use a paper template for blanket size, cutting out the approximate resin shape whilst it's still rubbery. Place the blanket into position across the horse's back, then wind the girth strap around the chest and blanket as per Fig 7, pinching ends together just behind the withers. You will notice from examining photographs that girth straps sit at an angle like the example in Fig 7, which is due mainly to girth shape and the presence of the withers. If you have time, wedge something in underneath the blanket's corners, especially if the horse has been modelled running, as this indicates the presence of wind resistance and speed.

Don't glue the girth strap into position yet, because once dry it becomes spring-like. Remove both, then trim and even up the saddle blanket edges if necessary.

There are numerous choices of saddles; one need only to look at the Internet in order to choose, Western styles being as numerous as there are US states. For the purposes of this exercise I will describe and illustrate a modern English version, (Photo 3), which gives a basic breakdown of saddle parts.

When scratch-building a saddle, model the panels first which are in fact padded wooden panels overlaid with shock-absorbing material and leather. When they're dry, flatten out more putty for both saddle flaps. Wait for this mix to become semi-cured/rubbery, then cut to shape two flaps which are applied to both sides of the chest, meeting atop both panels. Careful positioning is essential as the flaps are where the rider's knees sit for grip, (Fig 9).

Lastly comes the pommel and seat, which covers the tops of both panels and stirrup bars, to which stirrup leathers are attached. Let your work cure then remove the complete unit and saddle blanket for any adjustments. With the saddle being separate from the horse, painting will prove to be a lot easier. A simple pin passed through the top of the seat into horse's body will hold it in place.

The second last point I wish to discuss briefly relates to hooves and shoes. Hind hooves are slightly longer and more oval-shaped than front hooves, therefore, it stands to reason that their shoes are larger too, (Fig 10). Front hooves are wider, with both possessing 'V' shapes, called 'frogs', as per Fig 10, which you should model in if a hoof is raised. The front of each shoe possesses either one or two overlapping clips, which prevent objects from wedging in between shoe and hoof, causing the animal to become lame.

Lastly, on the insides of both sets of limbs are small skin protrusions called 'chestnuts'. On the forelegs they sit above the knee joints whereas on both hind legs they sit just below the joints. Add small blobs of raised putty in these regions to enhance your work's appearance which, if you've followed some of my suggestions, should make it look darn right cool. Best of luck fellow amateurs!



A few years ago I became interested in tank transporters... They make impressive models and my goal was, and still is, to build the complete history of US tank-transporters, from Dragon Wagon, the Diamond 'T' to M123, M746 and M911 to M1070. However, the biggest problem with these is that most of them are available only as resin kits, and expensive. I can scratch build them, as I did with the M911 and M123, but that takes a lot of time and to pass the time between projects I also build other tank-transporters of other nations. One of these was the nice, big and inexpensive 1:35 scale German Faun from Trumpeter.

#### Faun SLT-50 and SLT-56

Trumpeter's 1:35 scale kit consists of the SLT-56 *Franziska* tractor and its 56-ton trailer. The *Franziska* is an 8x6 and deployed mainly for transporting tanks over roads. Its slightly older brother, the SLT-50 *Elefant* is an 8x8, has a different engine and pulls either a 50-ton, off-road trailer over rough terrain or the 56-ton trailer over roads. (SLT means *Schwerlast-Transporter*.)



Long - and impressive, Trumpeter's 1:35 scale *Franziska* kit converted into the SLT-50-3 *Elefant* with armored cab.

BELOW: Overhead view of tractor truck and trailer.

#### Trumpeter's kit and updates

The immediate impression you get when opening Trumpeter's kit box is the amount of parts inside - there are over 800 plastic injection mouldings on the sprues, a photo-etched metal fret, 35 rubber tyres and a decal sheet, that when built up, will make an impressive model 570 mm long. I must mention that the kit is 'roughly' detailed and is why I bought Voyager's photo-etched set for it; (the anti-

skid plating panels for the fenders alone are worth the money.) The many, often very small, etched parts fit very well and will highly upgrade your model. Also included are a film cell for the dashboard and a very 'cool' cable for the two winches - and the tiny padlocks, especially, are super. I also bought the tyre set from Real Model, even though these are a complete copy of the Trumpeter tyres, but cast slightly flattened to simulate the weight of the tractor and trailer.

#### Work begins

I found a few pictures of an armored cab variant in the *Tankograd Magazine*. This MSA (*Modulare-Schutz-Ausstattung*) was used in the former Yugoslavia during IFOR, SFOR and KFOR missions. The armour plating can be fitted onto the cab in about a day, with its removal taking about the same time. This MSA kit also includes bullet-proof windows for the front and sides and it was this version that I liked because I am not always keen on building my models straight from the box and I like adding personal touches.

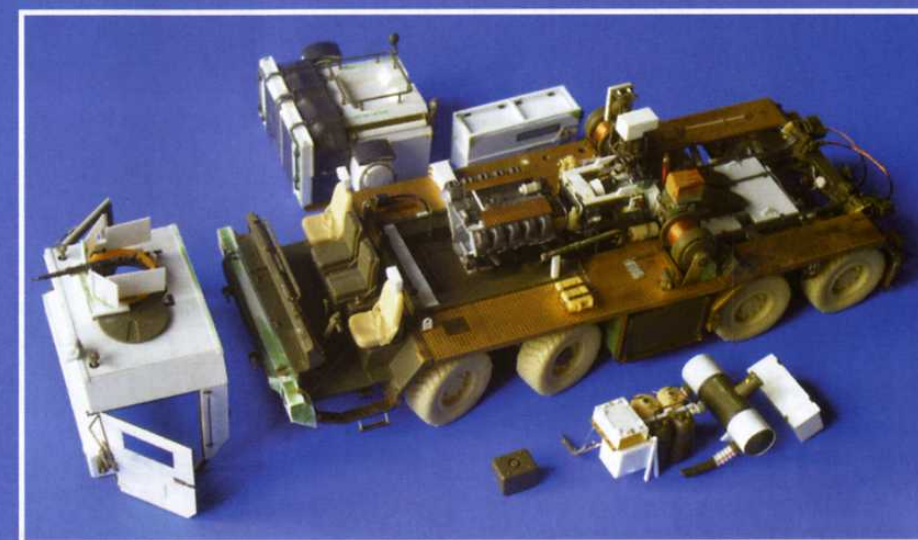
I began by sanding down the cab and when I was attaching the first parts representing the additional armored plates I noticed that this MSA cab was only on the *Elefant* version and, as far as I could tell they were used only on this version. Now I had a problem, because returning the cab to its original condition was not possible. Another option was to rebuild the *Franziska* into this *Elefant*. I thought this was a simple solution at the time, and I decided to go ahead with it.

By this time, however, I was afraid that I would have a lot of surplus plastic parts left from the kit and also the etch set, but this was not the case. There are a few items from the kit that were not used, but they ended up in my scrap-box, which needed refilling anyway! I must mention though, that the six-page building plan from Voyager does not seem to be adequate. There are many more parts in the set than there are on paper and I found *Tankograd Magazine* to be indispensable, especially when using the etched set.

The trailer from the kit, like the tractor, is also crudely detailed and the Voyager etchings were used all over it and certainly make an immense improvement.



ABOVE: Not an easy subject to photograph - full of depth of field pitfalls. The completed model from the front. BELOW: Layout of the various component parts - kit and scratch built - that assemble into the tractor unit reveals a new cab unit, engine and engine cover with air filters and radiators.



#### Building an armored cab

The cab was built up from 0.5mm Evergreen polystyrene sheet. The sections were glued onto the sanded-down cab part from the Trumpeter kit. My references included just enough photos to see the cab from all sides. The bullet-proof windows were cut from a clear plastic CD case to create the needed thickness. The machine gun mount on the roof was also scratch built with (mainly) Evergreen plastic and some left over etchings were added, where-as the ring mount itself was made on a lathe.

#### From 'Franziska' to 'Elefant'

The *Elefant* has a different engine than the *Franziska* and besides the engine, the air filters, engine-compartment, transmission and hydraulics all had to be rebuilt. The winches were moved further back and some other smaller items had to be built, the biggest of which was the large toolbox on the right side of the truck.

I prefer to use strips of Evergreen plastic because you only need to cut lengths that require no further

# Big & Inexpensive!

Marcel von Hobe converts Trumpeter's 1:35 scale good value kit of the German Faun 'Franziska' tank transporter into the SLT-50-3 'Elefant' with an armored cab

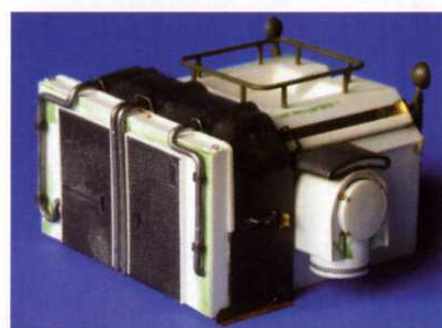




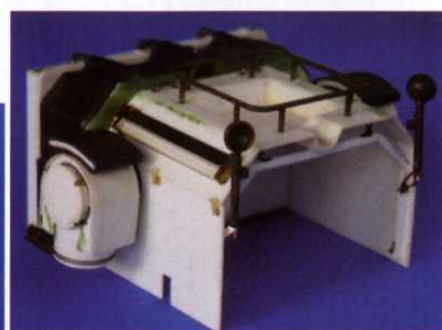
sanding. Wider parts are cut from sheet styrene. Furthermore, I use the first rule of scratch building; use anything that can be glued and painted!

The *Franziska* has a 8x6 drive train which means that the second axle is not driven, so I did not rebuild this axle because I did not have the necessary reference material and also because it is out of sight under the truck. What does need fixing are the wheel rims and because I had the resin tyres I sacrificed two plastic ones from the kit. The Real Model tyres are also suitable for the 8x6 version, the only real difference being the small hub in the centre of the rim.

The engine block was more difficult. I found an old MAN-truck (1:24 scale) in my archives which I gutted for the engine and transmission. It is not the exact engine, but after some sawing and cutting it looked the part. One of

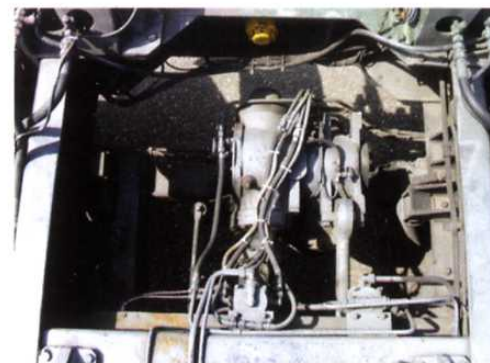
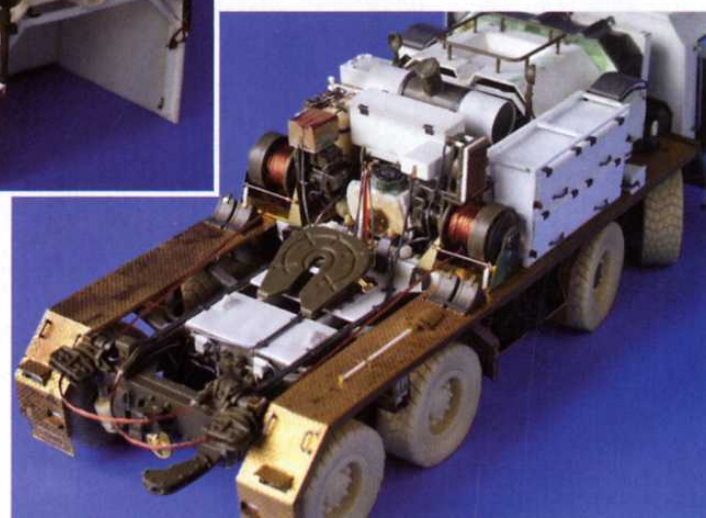


Front and rear views of the scratch built engine cover with radiators, air filters and the various piping associated with this part added from solder wire.

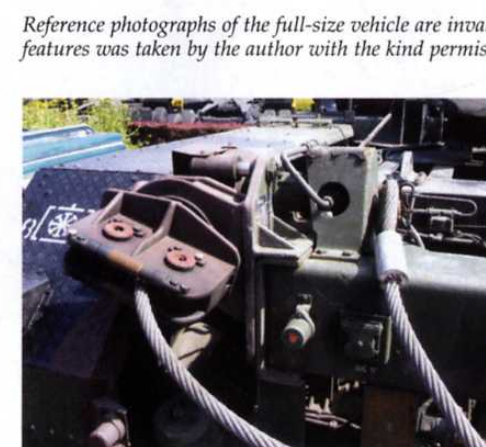


my building mottoes is: 'if it looks good, it's good enough'. This especially applies with parts that will not be totally visible and the engine was to be converted along with its compartment, exhaust and hydraulic lines.

Lots of added detail and alterations to the Trumpeter kit are visible here on the rear side of the tractor unit where the semi trailer hitches on to it.

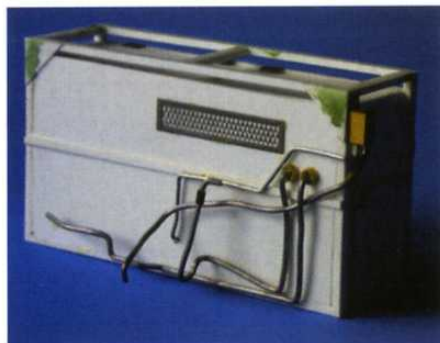


The aforementioned engine compartment was built with sheet plastic. The upper side of the radiator has some tricky curves and I made the basic shape with styrene and covered it with a sheet of lead foil which is strong and perfect for these kinds of shapes. The two air filters were built from a combination of scrap, styrene and lead foil. I used two bits I had left over from an M113 *Zelda* photo-etch for the visible radiator surface. The pipes that run down from the top were made with solder wire. This lead/tin wire can be bought in electronic stores in many thicknesses and is flexible, strong and inexpensive. When you visit an 'electronics shop' you might also buy some of the second kind of wire I frequently use - copper-wire. This is called transformer wire and is available



Reference photographs of the full-size vehicle are invaluable for modelling purposes and this sequence of detail features was taken by the author with the kind permission of Van Vliet Trucks in The Netherlands.

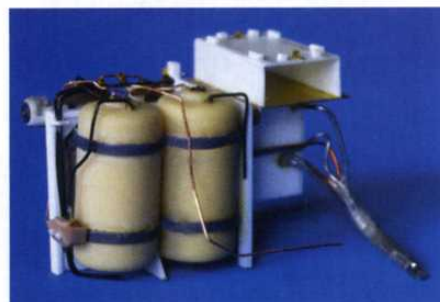




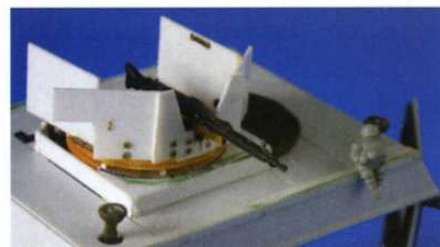
Storage box with pre-fitted wiring before it was attached to the right-hand side of the tractor unit.



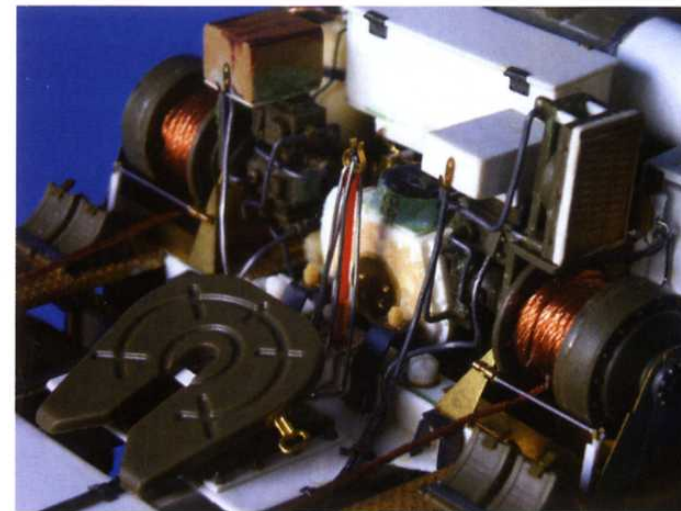
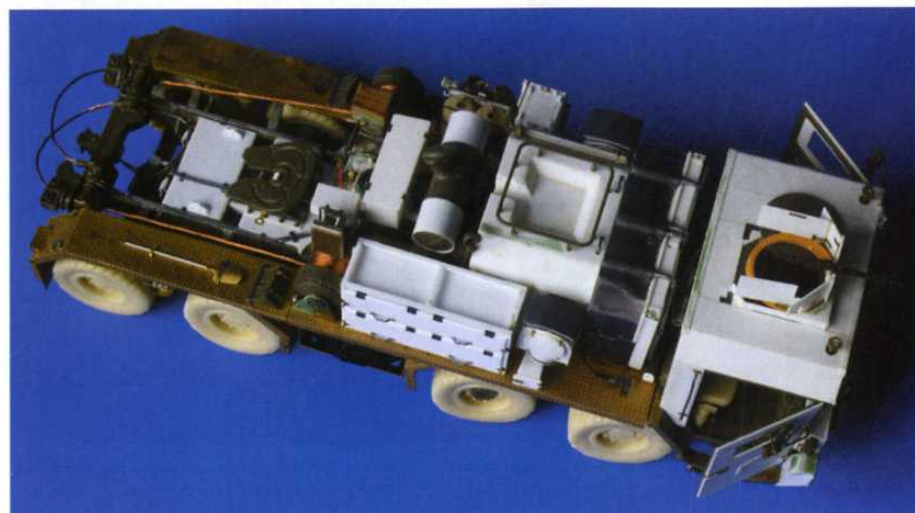
Sub unit with locker and air tanks that fits in front of the left side winch drum.



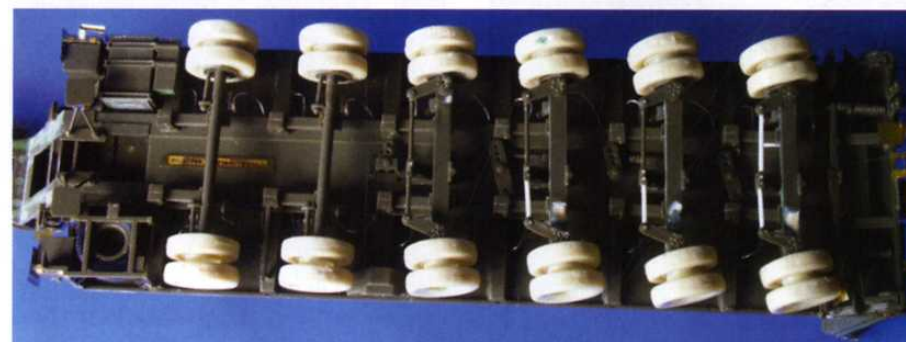
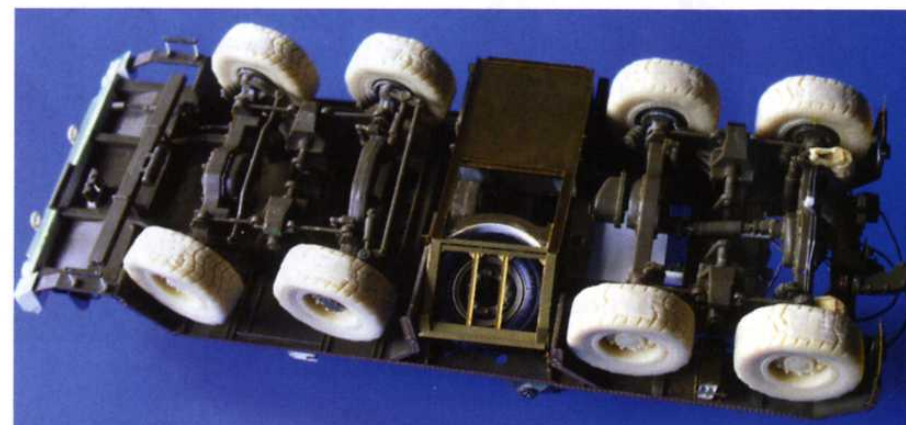
The machine gun position in the cab roof as fitted to Elephant. The resin ring was turned on a lathe.



The tractor unit more or less complete. The extensive rebuilding is evident from the different colours of plastic, resin and metal - note the front four Real Models' resin wheels have been attached with a small amount of steering lock as if turning to the left, which is far more interesting than if the wheels were left straight.



ABOVE: Close ups of the winches with copper wire wound around the drums, exhaust unit and storage boxes behind the engine.  
BELOW: The tractor's underside - detailed but not really visible once the vehicle is on its wheels.



Undersurface of the semi-trailer with its 12 sets of double wheels - the rearmost four axles are steerable.

in thicknesses from 0.1mm upwards. These types of wire were widely used on the model.

Four hydraulic reservoirs were built in two ways. Two were from rebuilt kit parts and the others were turned on a lathe from leftover resin. The frame they hang on was made from styrene strip, just like the other parts on this assembly. Much lead and copper wire was used for the hydraulic lines and it's advisable to drill holes where these lines attach, to create more grip for the glue. Lines that run from the box to the engine compartment are wrapped in 'Scotch tape', just like on the original truck, the advantage of this method being that no glue needs to be added.

Next, the big toolbox was built up from styrene sheet. Because the truck is covered in hydraulic lines, pipes and electrical wires, I pre-attached some to this box. There are so many wires on this truck it is virtually impossible to build it exactly like the original and also impossible to see on pictures were all the different wires go to or from. I would need the original truck in my back yard for that! (Not that I

would mind that!) Another of my modelling mottoes works well here ... 'looking good is good enough'. I think I made enough wires to come close to the amount found on the original.

The two winches are more or less the same as on the kit version so they do not need that much work. They were moved further back and some details were added including more hydraulic lines.

The final items I had to make were all fairly small. Three small boxes were built, two for the hydraulics on top of the winches and the extra toolbox on top of the transmission. The exhaust was rebuilt and a new base for the fifth-wheel was made. More lines were added, plus this time, brake pipes to the back and onto the rear axle. The rest were too small to mention here, you can see some of them in the pictures.

The final touch was adding a little Michelin man. This is in the 1:24 scale truck accessory set from Italeri and because the truck is on Michelin tyres I thought it was a nice personnel touch from the crew.

## Trailer

As I mentioned earlier the trailer was used with both trucks. The photo etched detail set was used completely and it makes for an excellent upgrade. Items in the set include toolholders, treadplates, bolts, and small handles and a chain which I thought was terrible because, as an etched part, is too flat and too thin. Look around model shops for shipbuilders' accessories for good, and real, chains. Looking through reference material I found that the brake lines were missing on the kit so I added them with 0.7mm lead solder wire.

To keep all the resin tyres on the ground I heated the axles by holding them near a candle flame. As they are soft they can be aligned using a metal ruler. The axles became slightly damaged, but I did not repair this because it was far under the loading surface, and why spend time repairing what is not visible on the finished model?

All-in-all, the trailer needs little work, especially in comparison with the truck, but with little effort something impressive can be made of it.

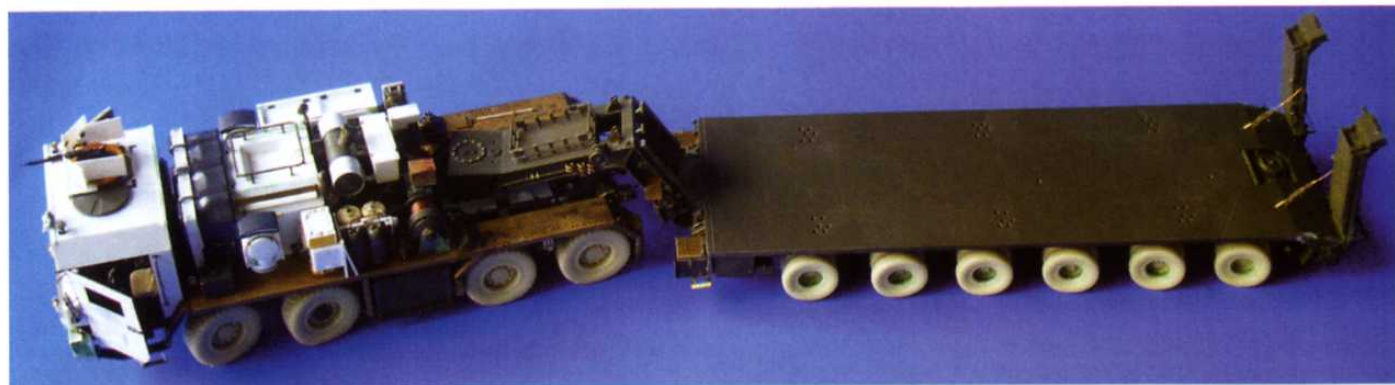
## Painting

I have never painted a model in camouflage colours to my complete satisfaction, although I've tried many times. This was my only real problem with this project and as this truck was mostly used in NATO-colours I ended up painting it completely with my airbrush. I switched to Vallejo paint years ago, but which of their colours did I need for NATO-colours? I did not know. After some study I decided to use Tamiya paint NATO Green XF67 and NATO Brown XF68, and Revell Black. Revell still has the best matt black paint.

First, a basic colour was applied and it is best to use a contrasting colour. The model was (basically) white, green and gold from the kit parts and different media I'd added in the conversion; and the camouflage is green, brown and black, so I used grey. This way it would be easy to check that all the parts had been completely covered in paint. After undercoating the NATO Green was applied first, then black and then brown. Pencil guidelines can be used to indicate the areas where the camouflage colours go.

The colours seemed to be too light and I corrected this with a heavier than usual black overall wash. The colours need to be toned down so that one does not stand out above the others. At this time I also added a pin-wash of very thinned black oil paint. This





Overhead view of tractor and trailer together - it's quite a long model and going on for 60cm with the ramps down - nearly two feet long!

mixture was applied with a small pointed brush into grooves and edges to create more depth to the model.

The decals in the Trumpeter kit are good enough, especially the red and white warning panels that go on the front and rear of tractor and trailer and they make the model more 'lively'.

My last step was to add dust and dirt and because this truck represents one used on the road I wanted to add more dust than dirt. I taped the front windscreen to create the area where the wipers' sweep. Next I mixed a darker shade of khaki (Vallejo) paint and applied it by airbrush at a greater distance from the model to enable a small mist to settle on the model to create the dust. The lower half of the truck was covered in a thicker layer to simulate heavier dust. To create the typical smudges on the tyres, I 'cleaned' them with a wet cloth after spraying them. Rub in a circular motion to remove some paint and leave circular smudges. The running surfaces of the tyre profiles should also be 'clean'.

#### Conclusion

I chose not to put anything on the trailer as a tank or cargo would draw the attention away from the tractor-trailer combination. This would be a shame considering all the work that has gone into the model.

All-in-all it has been, as you will have read, more work than I initially thought it would be, but when is this not the case! Anyway, I am happy to have built this version and it looks good displayed opposite its counterparts from other countries in my ever-growing collection of tank transporter models.

#### Literature:

'Tankograd Special 5003' - Tank Transporters of the Modern German Army.  
Special thanks to Van Vliet Trucks of The Netherlands.

#### Kits used:

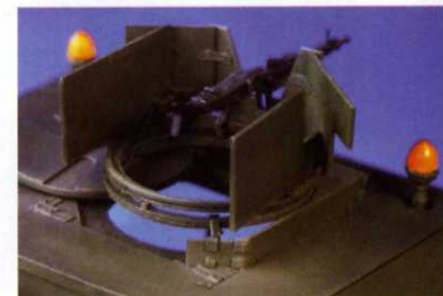
Faun SLT-56 from Trumpeter (Kit No.203).  
Etch set for Faun from Voyager Models (PE35008).  
Tyre set from Real Model (RM35077).



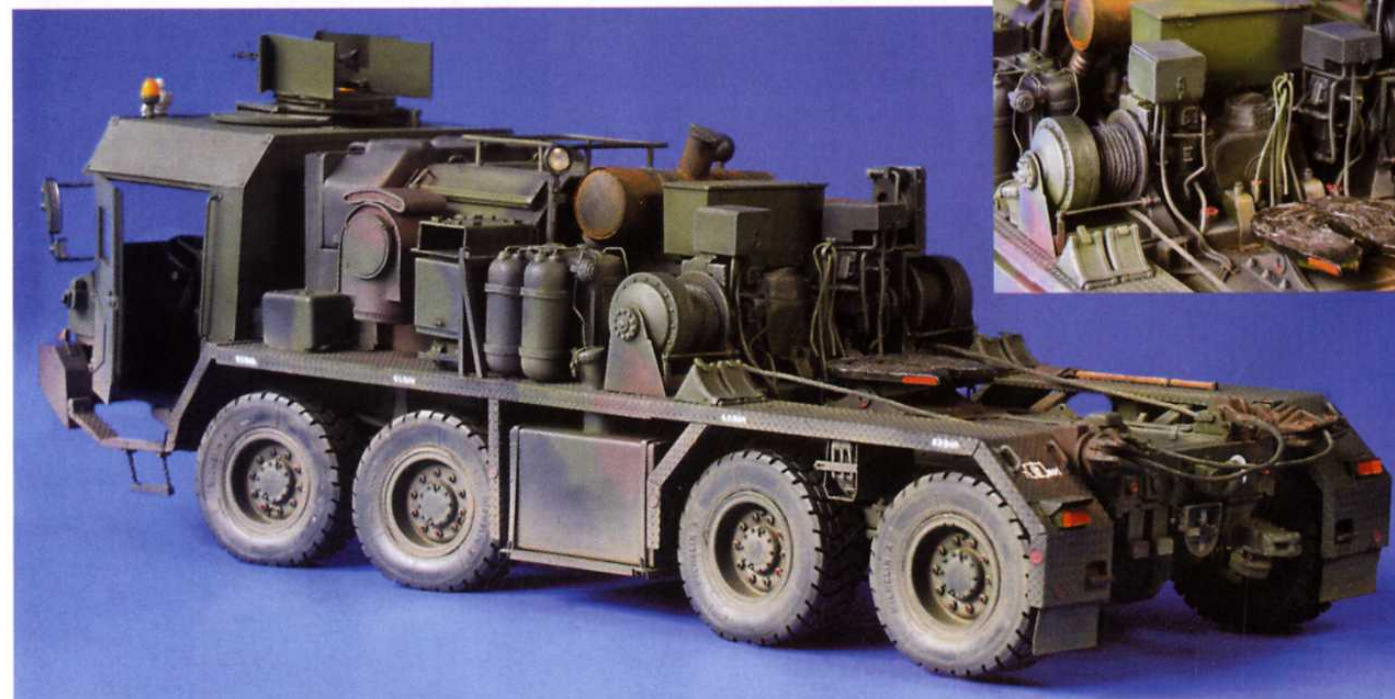
Cab machine gun position after painting, note Michelin man mascot on the cab roof.



Camouflaged and lightly weathered tractor unit.



INSET BELOW: The winch units and lots of piping detail on the rear of the tractor after painting.



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Dragon Model's 1:72 scale StuG IV is an attractive model and benefits from Dragon's 'slide-mould' technology.

### Ace Models

In the short run, injection moulded plastic 1:72 scale models from Ace Models comes another WW2 subject - the German PaK 41/43 88mm anti-tank gun. For anyone who hasn't tried one of the Ace kits to date, they are a limited run injection moulded plastic kit which means the mouldings do not have the fine finish you would expect from the likes of Italeri or Revell, but Ace's process improves with each new release. Moulded, as usual, in a white plastic, it comes on four sprues, plus a small etched brass fret with the rear earth spades on. These can be used, though plastic alternatives are also included on the sprue. Some detail is missing, such as the tread pattern on the tyres, which was quite noticeable on such large wheels, but generally, it's as well-detailed as I think we could ask for and there are small parts that need to be carefully removed from their sprue and fitted together to assemble the gun, plus a good bit of clean up is also required to prepare the parts for assembly, common to short run injection moulded products. As a towed anti-tank weapon, the PaK 43/41 was huge, and heavy to move manually into position and not called the 'barn door' for nothing! I suppose I was particularly attracted to the kit, having seen a real one in the arena in a display at Bovington only a couple of months ago. As anti-tank guns go, this is one of the largest and most impressive. Price is very reasonable here in the UK, so do look out for these. My thanks in this case go to Pol Models, at 64 Cumberland Road, London W3 6EY. Tel: 020 8992 3822, who kindly provided my example.

### Matador Models

One of the recent resin conversion sets from Matador Models which particularly attracted me is for the various marks of Chieftain tank. Cast in resin, the conversion set contains parts which will allow you to update the Airfix 1:76 scale Chieftain Mark 2 (the first main production type), into the various later marks, up to the Mark 12. The notable parts are a replacement for the rear section of the engine deck, which needs the rear section of the engine deck removing, and replaced with the new resin part. I went for the later Mark 11, complete with *Stillbrew* armour panels and the TOGS sight which makes for quite a different look to the earlier types, with the

large armoured lights' housing. You need to remove all the moulded detail from the rear plate, along with all the detail on the turret itself and replace them with new resin parts. There are actually a couple of additional parts needed for these later marks, which are not provided in the set, and these are two additional *Stillbrew* panels on the hull itself, either side of the driver's hatch. I actually trimmed them to shape from one of the waste casting blocks which the parts came on and this worked fine. You may need to do some minor sanding to get the *Stillbrew* panels to fit the turret front, but only a touch. From what I understand of the real thing, each set was 'made to measure' for each vehicle, and they are not all interchangeable between tanks. This is to do with the casting process for the turret, hence variations in shape have an influence on the *Stillbrew* blocks. The stowage basket behind the TOGS sight needed to be cut down, as indicated in the instructions for use with the TOGS. The basket is fine for earlier models, but going by the photos I have of a Mark 11, I'd look to remake that particular stowage bin. Minor points then, and some which may not even be noticed once everything is together and painted. Use the parts from the conversion set and choose which mark you want to model. As something of a 'Chieftain fan', I reckon this is a well-thought-out and useful conversion for the old Airfix kit. Matador Models are at 6 Cliffe Road, Barton-on-Sea, New Milton, Hants BH25 7BP.

### Dragon Models

Time to turn to Dragon again, and mention what I rate as one of my favourite 1:72 scale kits to date. It is the StuG IV, which they make in both early and late guises the difference being mainly noticeable on the exhaust system on the rear plate. It is a kit which uses Dragon's 'slide-mould' technology on the wheels, where the twin wheels are moulded in one piece, though the front hub is separate. This makes life much easier for painting. Paint the black tyres on the wheels then the sand (or whatever your choice) and fit into the wheel. It works really well I think, and makes the painting process so much simpler. Detail is finely done, and I enjoyed making this kit. I remember looking forward to the older Revell one, and being disappointed in their end result. This one is certainly the best yet. By the time you read this I'll be surprised if there are not etched metal detail sets, or side armour skirts on the market by now. The remote control machine gun mount is on the roof, and has the sounded *saupopf* (pig's head) gun mantlet, and uses their new style styrene track. You could mount some crew figures in the open hatches (check out the AB Figures range if you haven't already). All in all, a very good kit of the StuG IV. The Hobby Company are the UK importers for the Dragon range.

Staying with Dragon for a moment, they continue to expand their 1:144 scale range. For those who remember, I did build up the large 1:35 scale Leopold which Dragon released, but have had the opportunity to see the smaller 1:144 scale version as well. It is, of course, a simplified and scaled-down version of their larger model, even including the scaled-down versions of the artillery crew figures. As with all these small scale models, it is made in a softer, grey plastic, and the smaller number of parts make it straightforward to assemble. A couple of points that caught my attention, however, I think are



It should be available now! RPM's box art for their new 1:72 scale plastic injection moulded kit of the handsome Staghound armoured car the Americans built for the British and other Allied armies in World War Two.

worthy of note. Many times over the years I have commented how Dragon, among the major manufacturers, are prepared to accept errors in kits and look to improve on them next time round. With the Leopold it might appear straightforward to just go for scaling down the large kit, but here I see that not only have they included a turned aluminium barrel, and hence no join line to eliminate, but they have added the wooden planking to the deck of the main gun platform as well as on the generator module. This had been missed from the large scale kit, but they have gone back and added it here. So, if you don't have the room for a project the size of the larger 1:35 scale model, then do look out for this smaller 1:144 scale Leopold, now available from Dragon.

### RPM

I've just managed to get round to finish building the Mack truck from RPM, their 1:72 scale kit of this WW1 truck, which they do in a number of variants. The one I built is the transporter for the FT17 light tank and there is a good deal to build up in it, with the chassis needing to be assembled from its various side and cross members. There is even the engine detail included though you may likely cover it all up with the bonnet ('hood' for some readers!) I found I needed a bit of filler on the roof joins and on the join of the two halves of the bonnet. The fit of the wheels is also rather loose on the front wheels. However, nothing that wasn't fine once everything dries. In terms of being a welcome, and touch unusual choice of subjects, I like these kits from RPM. There are only a few WW1 period plastic kits available, so all new ones are good to see. Colour schemes are all basic green, but still made interesting once you mount a tank in the back. Thanks to Pol Models for my example, who are at 64 Cumberland Road, London, W3 6EY. Tel: 020 8992 3822. By the time you read this, I understand RPM's next subject, the Staghound armoured car, will be in the shops.

### Scale Link

Let me stop to consider what I think might be an unusual accessory. The UK-based company Scale Link make some fine 1:32 scale model figures and vehicles from the WW1 period and they also do the one, small scale Rolls Royce armoured car. However, they also do a wide range of model railway and scenic accessories, many of which are in beautifully produced etched brass, among which you'll find both 1:72 scale and 1:150 scale sets of branches and leaves - with a variety of different types of leaf! I find you can also mix both scales as naturally there are different size trees and hence leaves. Fairly simple to do, just prime the brass fret, paint



RPM's 1:72 scale American Mack flatbed truck - used as a transporter for the Renault FT17 light tank.

one side in a lighter shade of green to the other (leaves are a lighter colour underneath and paint the branches in a suitable brown wood colour. Then remove the branches from the etched frets, touch in colour on any bright points of brass, and then bend to shape. This, in particular, will allow you to fit branches as foliage camouflage to AFVs, as so often seen in North West Europe. The precision and definition offered by this etched foliage is really excellent and having seen some of the displays that Scale Link have on their show stand (I found them at Euro Militaire) really goes to show how good this looks if you use it together in bulk. Do try these and see what you can manage. For a list of all the different types of tree leaf available in each scale in the range, check out their Website. Scale Link, Unit 19B, Applins Farm Business Centre, Farrington, Dorset DT11 8RA. Tel: 01747 811817. [www.scalelink.co.uk](http://www.scalelink.co.uk)

### Milicast

Another small Allied subject that Milicast have added to their Battlefield range of wargames models is the Lloyd Carrier, cast as a single piece with detail that has to be seen to be believed with just a couple of detail parts, plus the tilt, which need to be added. The basic hull and running gear is all in the one piece, except for the front plate. With British, US, German and Russian subjects within the Battlefield series it is rapidly expanding, however, I think it is worth clarifying that while Milicast are putting much of their original 'Classic' range into this new range, as well as adding new subjects along the way, they have not stopped doing the more complex 'Classic' range itself. You might want to lookout for their series of smaller types of Landing Craft as well! Milicast are at 9 Rannoch Street, Battlefield, Glasgow, Scotland G44 4DT.

### Minimi Miniatures

Having visited the wargames' show 'Colours', held at Newbury Racecourse early in September, I found a new manufacturer of vehicles for wargamers. This is Minimi Miniatures who produces generally simple models, most cast in one piece of resin, and inclusive of an integral base. The one exception I saw was a neat Opel Blitz, which has the body in one piece, plus the four wheels to be fitted. An example I have is the *SdKfz 10* Demag, which I think looks rather good, and benefits from primer and a good paint job. One or two of the others showed some sim-



The 1:72 scale Tiger II from Forces of Valor.

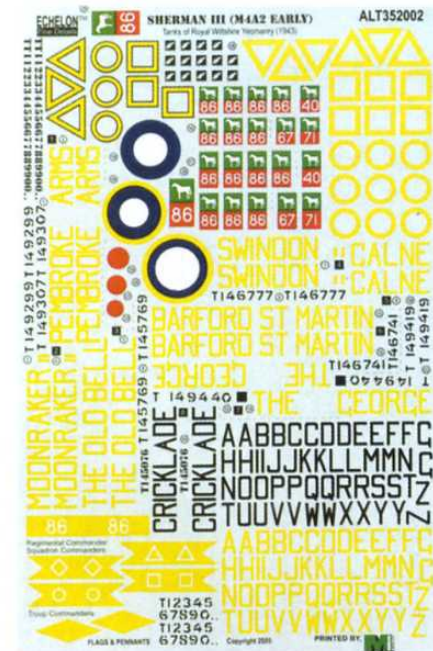
plifications or errors, an example being the Morris, which has the bonnet too long for my eye. Nevertheless, for gamers who want to get something painted up and quickly onto the wargames table, these are proving popular if you don't want scale perfection. There are about a dozen models in the range now, plus scenic hedge and wall sections. Minimi Miniatures are at Landfall, Ledbury Road, Maisemore, Gloucester GL2 8EU. Tel: 07906 021766 [www.minimi.co.uk](http://www.minimi.co.uk)

### Forces of Valor

More now on the other two ready-made 1:72 scale AFV releases from Forces of Valor. These are for the Tiger I and the Tiger II with Porsche turreted. Both have a *zimmerit* finish applied, and both are finished with sand/green/red-brown camouflage schemes. The aerial on the Tiger II has a rounded top, for safety sake, but just trim it off for the right look. Once again, I can mention that the purist can find fault in places, particularly as they have painted the black tyre rims on what are actually the resilient steel wheels in both tanks. Take care to match the colour sand and just repaint them. Both tanks have commander figures in the turret and, overall I think the paint finish is rather good, and that many modellers would be happy if they could get an airbrush finish looking as good. When the price paid for these is considered, then they offer very good value for money in my opinion. Look out for these small scale, ready-painted and assembled models in the shops now.

### Transfer List

Well, time to open up the transfer List! I haven't had any news to bring you on this topic for a while, but now I've enough to let me talk about new transfers both this month and next. Not a new manufacturer, but new to this column, Echelon Fine Details from Singapore produce 1:35 scale transfers (though small scale may be set to follow we hope!). I met them at Euro Militaire last September where they had a stand at the show for the first time. They do a number of excellent quality sets of transfers, especially for modern US armour and an example I have is for seven different M1A1HA Abrams MBTs involved in Operation *Iraqi Freedom*. It comes with an added extra of a vehicle name for the Abrams based Panther mine clearing AFV, a kit now out in the Dragon range of course. The quality of the transfers is really excellent, and they have managed to minimize the clear transfer that surrounds each item, reducing the potential for air bubbles causing the edge to 'shine'. Most of the markings are either black or white, but some bright red and yellow, plus a little sand adds some colour to the sheet. Most notable, I thought, though is the beautifully done set of colour artwork that accompanies the set, showing the paint schemes and positioning



Echelon Fine Details' transfers are produced in Singapore - this is the 1:35 scale set available for Sherman Mark IIIs (M4A2) of the Wiltshire Yeomanry in Syria in 1943. Echelon transfers are available in the UK from Accurate Armour.

for the markings for all the featured vehicles. Absolute full marks for presentation. The other set is also in 1:35 scale but without the accompanying artwork - a WW2 set which was just finished in time for Euro, but not in time for the artwork to accompany it. This has markings for M4A2 Shermans of the Royal Wiltshire Yeomanry in 1943, a very colourful sheet of transfers with markings for seven or eight different Shermans. (Both have been featured in recent "Atten-shun!" reviews.) It will be interesting to see what other WW2 sets follow on from this one. If we get really lucky, we may get Echelon to reduce these in size for small scale enthusiasts. Echelon Fine Details are at Blk 107, Bukit Purnei Rd., #13-19, S(090107), Republic of Singapore. Their Website is <http://pachome1.pacific.net.sg/~kriegsketten/>. The transfers are available in the UK at £10 a sheet from Accurate Armour Ltd., Units 13-16 Kingston Industrial Estate, Port Glasgow, Inverclyde, Scotland PA14 5DG. Tel: 01475 743955. Fax: 01475 743746. [www.accurate-armour.com](http://www.accurate-armour.com)

### Publications

News of another of the excellent reference booklets from Mike Starmer, and one I would think may be the most popular yet. *British Army Colours and Disruptive Camouflage in the United Kingdom, France and NW Europe 1936-45* is surely one of those reference works that many of us have been waiting for. Not only is there reference to all the official documents of the time that gave instructions on the topic, Mike has researched the actual colour shades and includes a set of the colour chips of the nine main colours, along with providing the correct Humbrol mixes needed to achieve them, or where the recent White Ensign Models (WEM) paints come close to a match. Add diagrams for pattern painting, instructions for the application of markings, and even the policy for the painting of canvas covers. Full marks for this one, and it can be obtained direct from Mike Starmer at 18 Hillside Road, Piddington, Northants NN7 2DB [mike.starmer@hotmail.com](mailto:mike.starmer@hotmail.com)





ABOVE LEFT: The Marquis of Huntly, 1791. He would appear to be of the grenadier company, as wings can be seen under the epaulettes, an affectation of the time. The marquis also wears the distinction of a white cur feather plume of a grenadier company. (Courtesy Gary Gibbs.) ABOVE RIGHT: A spirited representation of the battle of Corunna, from a painting by Harry Payne. The famous red hackle was adopted by the Regiment in June 1795, said to have been conferred on the Regiment by King George III as a special royal recognition of the gallantry displayed when recapturing British guns from the French on the 4th of January that year in the Low Countries.



One of the earliest representations of the uniform of the Black Watch, from the 1742 'Clothing Book'. Contemporary artists seem to have had difficulty in representing the regimental tartan of a dark or 'hunting' sett, giving them the title of 'Am Freice dan Dubh' - the Black Watch. The early facings of the Regiment were buff.

# Famous Regiments of the British Army

Bob Marrion and Stuart Asquith begin a new series featuring Regiments of the British Army from their origins to 1914...  
The Royal Highlanders (The Black Watch)

## The 43rd Foot 1739-51

This famous corps, the oldest Highland regiment in the British Army, can trace its origins to six of the independent companies of Highlanders that were raised for policing the highlands of Scotland in 1725-29. These companies, drawn from the clans of Campbell, Grant, Fraser and Monro, wore Highland dress and the tartans of their respective captains. The predominance of black, green and blue in their attire gave them the name of the 'Black Watch', as opposed to *seidar dearag*, or 'red soldiers'.

By order of King George II, these companies were regimented in 1739 under the nominal command of John, Earl of Crawford and Lindsay, and ranking as the 43rd Foot. The uniform at first was red with buff facings and as Lord Crawford was a Lowlander without family tartan, a pattern was adopted which has since become known as the '42nd tartan'. Lord John Murray, who commanded the Regiment for a long time, subsequently introduced the Atholl tartan, which is the 42nd

pattern with a narrow red stripe, for the kilt, but with this exception, no other changes have been made to the Regiment's tartan.

The Regiment joined the army in Flanders shortly after the battle of Dettingen 1743 and took part in the action at Fontenoy 1745, where its gallantry was noted.

Some augmentation companies of the Regiment were employed in Scotland in 1745 and the Regiment itself was engaged in the L'Orient expedition and in the Flanders campaigns of 1746-47, after which it was stationed in Ireland for seven years.

## The 42nd Foot 1751-58

In 1751 the Regiment became the 42nd, owing to the previous 42nd Foot - Oglethorpe's - being disbanded. At the onset of the Seven Years War (1756-63) the Regiment was sent to North America and spent the next two years campaigning along the Hudson River. In the desperate, but ultimately unsuccessful, assault on the French



ABOVE LEFT: Soldiers of the 42nd represented by a French artist when they were part of the occupying force in that country in 1815-16. (Courtesy Gary Gibbs.) ABOVE RIGHT: An officer in Undress c.1830.

held Fort of Ticonderoga the 42nd was again distinguished by its 'extraordinary gallantry'. In 1758, in recognition of the Regiment's service, King George II granted the title of 'Royal' to the 42nd, and the facings changed from buff to blue.

## The 42nd (The Royal Highland Regiment) Foot 1758-1861

A second battalion was formed in 1758 in Perthshire and sent out to the West Indies. There it served in the attempt on Martinique, at the conquest of Guadeloupe and afterwards joining the 1st Battalion on Lake Ontario in the autumn of 1759. The two battalions served together in the operations that ended with the capture of Montreal and the final conquest of Canada in 1760, as well as the taking of Havana 1762. In this last year the 2nd Battalion was amalgamated with the 1st Battalion.

In 1767 the Regiment went to Ireland for an eight-year tour of duty before being ordered to North America in 1776 after a short stay in Scotland. During what was to be the American War of Independence 1776-83, the 42nd saw action in a number of campaigns and battles, including Long Island, White Plains, New Jersey, the siege of Charleston, Brandywine and Monmouth Courthouse. In 1778 the Regiment moved to Florida, then Nova Scotia in 1783, before returning to the UK in 1789.

A second battalion was again raised in 1779 and was ordered to India two years later. One part of the Battalion landed at Madras, with the other part disembarking at Bombay after a voyage last over a year. Re-united, the Battalion served in the campaigns against Hyder Ali and his son Tippoo 1782-83. In 1786 the 2nd Battalion became the 73rd Regiment of Foot.

The 42nd remained at home until 1793 when it was sent on a brief mission to Flanders. Following a countermanded move to the West Indies, the Regiment's next service was with the Duke of York's army in Flanders 1794-95. The 42nd then sailed to the West Indies, but adverse weather scattered the naval convoy carrying the Regiment, with the result that five companies eventually

landed in Barbados, but the other half of the 42nd, including regimental headquarters, ended up in Gibraltar.

The companies in the West Indies saw hard service at St Lucia and St Vincent under Sir Ralph Abercromby 1796-97, before being shipped to Gibraltar to join their comrades. In 1798 the re-united Regiment took part in the capture of Minorca, and served as marines on Royal Navy ships at Genoa, Cadiz and Malta 1799-1800.

The 42nd won more glory at the battle of Alexandria 1801, where, along with the 28th Foot, it defeated a much vaunted French demi-brigade who styled themselves 'the invincibles' and captured their flag. The Regiment returned home in 1802 and a second battalion was raised in 1803.

In 1805 the 1st Battalion went to Gibraltar until 1808, when it joined Sir Arthur Wellesley in Portugal, fighting at Rolica and Vimiero. After the battle and subsequent withdrawal from Corunna, the Battalion served in the Walcheren Expedition.

In 1809 the 2nd Battalion was ordered to the army in Portugal, seeing action at Busaco 1810, Fuentes d'Onoro 1811 and the siege of Ciudad Rodrigo 1812. In 1812 the 2nd Battalion was replaced by the 1st Battalion, that subsequently served at Salamanca, the siege of Burgos, the various actions in the Pyrenees, the passage of the *Nivelle* and *Nive* rivers, and at Orthes and Toulouse. In late 1814 the 2nd Battalion was disbanded.

During 'The Hundred Days' in 1815, the 42nd fought at the battles of Quatre Bras and Waterloo, before forming part of the Army of Occupation in Paris.

After the Napoleonic Wars, almost 40 years were to pass before the 42nd was once more in action. The Regiment was stationed at Gibraltar 1826-32, at Malta 1832-34, the Ionian Islands 1834-36, the UK 1836-41, the Ionian Islands once more, then Malta, Bermuda and Nova Scotia 1841-52 before coming home in 1852.

The 42nd was ordered to the Crimea as war broke out in 1854, and, as part of the Highland Brigade, was soon in action at the battle of the Alma. After taking part in the action at Balaclava and in the expeditions to Kertch and Yenikale, the Regiment took their turn in the trenches before Sevastopol.



In August 1857 the 42nd sailed from the UK to Calcutta as a result of the Indian Mutiny. The Regiment fought at Cawnpore and at the siege and capture of Lucknow, as well as in various actions at Roojah, Allygunj and the capture of Bareilly.

## The 42nd (Royal Highland Regiment of Foot (The Black Watch) 1861-81

In 1861 Queen Victoria authorized the Regiment's unofficial name 'The Black Watch' to be added, in parentheses, to its title. The 42nd remained in Bengal until 1868, when it returned home. The Regiment played a prominent part in the second phase of the Ashanti Expedition.

It was in Edinburgh in July 1881 that as a result of the Cardwell Reforms, the 42nd was linked with its former 2nd Battalion, now the 73rd Perthshire Regiment of Foot, as the 1st and 2nd Battalions, The Royal Highlanders (The Black Watch).

## The Royal Highlanders (The Black Watch) 1881-1914

The 1st Battalion of the new Regiment went to Egypt in 1882, seeing action at Tel-el-Kebir, before operating in Suakin, fighting at El Teb and Tamai 1884. The 42nd was also part of the River Column in the Gordon Relief Expedition, or Nile Campaign, 1884-1885 and fought at Kirkeban.

The 1st Battalion was stationed at Malta and Gibraltar in 1889. Half the Battalion sailed to Mauritius in 1893, while the other half and headquarters went to South Africa. These latter companies were ordered to India in 1895, collecting the companies stationed on Mauritius on the way. After remaining in India until 1901, the 1st Battalion went to South Africa.

The 2nd Battalion, however, was one of the first units sent to South Africa as a result of the Boer War and was soon in action at Magersfontein, where it suffered heavy losses. The Battalion was later involved in further fighting at Koodoosberg Drift and Paardeberg.

At the outbreak of the Great War in 1914, the 1st Battalion was at Aldershot, the 2nd Battalion was stationed at Bareilly in India.





ABOVE LEFT: Officers of the Regiment c.1853, from a print by Ackermann. ABOVE RIGHT: Two officers of the Regiment c.1860, wearing the 1856 pattern doublet with slashed cuff, with an officer of the Seaforth Highlanders seated on the ground.



ABOVE: A young officer in Review Order c.1895.



ABOVE: The pipes and drums c.1897, wearing the Dress Stewart tartan. From a painting by Richard Simkin.

LEFT: Three soldiers of the 8th (Service) Battalion in 1917. They wear the insignia of the 9th Division - a white thistle on a blue circle - on their upper sleeves.



#### Regimental Titles:

1739-1751 The Highland Regiment (43rd)  
1751-1758 The 42nd Foot  
1758-1861 The 42nd (The Royal Highland Regiment) Foot  
1861-1881 The 42nd (Royal Highland) Regiment of Foot (The Black Watch)  
1881-1914 The Royal Highlanders (The Black Watch)



## Desert Panzer Four

Steve Zaloga builds the Mirage 1:72 scale PzKpfw IV Ausf D with a little help from a Revell kit ...



Following Mirage's release last year of their excellent Grant/Lee in 1:72 scale I was anticipating their most recent release, the PzKpfw IV Ausf D. While it is not quite as good as their M3 series, it still builds up into a very attractive model, though with a fair amount of detail work.

#### Troublesome tracks

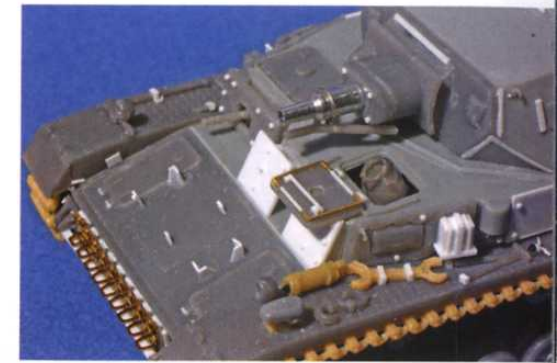
Small scale modellers are usually split about vinyl versus styrene track. I belong to the latter school and am a firm believer in hard plastic track, and I avoid the use of vinyl track at all cost. The track with the new Mirage PzKpfw IV is very delicate and well-moulded, but I still don't like to use it. So this meant stripping a Revell PzKpfw IV of its track. The Revell kit depicts a later variant of the PzKpfw IV with slightly wider track and different pattern ice cleats, but the width difference is inconsequential in small scale, and I trimmed the ice cleats off on the track that is visible at front and rear.

I began the assembly by putting together the hull. Mirage has designed this kit in numerous separate pieces, no doubt to permit a later release of other variants which means that the hull assembly is reasonably tricky to assure that the various panels fit properly. I had particular difficulties with the upper and lower hull assemblies which didn't want to sit in parallel, so some file work was necessary.

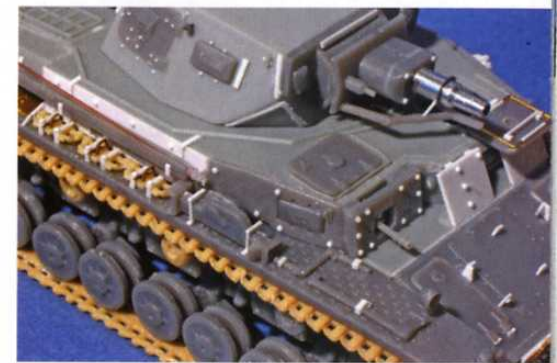
With the basic hull together, I then turned to the suspension where Mirage has provided all the bogie assemblies separate, which would be fine if there was some positive method to lock them on the hull! There isn't, and they wallow around aimlessly due to a poorly designed joint. My solution was to mount the wheels on the bogie spring assemblies which makes a more substantial part, and thus it's easier to mount the complete bogie/wheel assemblies on the hull and line them up. However, it also means waiting overnight while the whole assembly dries.

Mirage provides two sets of wheels; the style with the plain hub and the style with the bolted hub. This is a nice feature, but the detail on the wheels is not as comprehensive as on the Revell kit, particularly the lack of definition of drive sprocket and idler are provided, and I used the later style of idler based on the Aberdeen Proving Ground tank. But after having mounted this wheel I found a copy of the 'Achtung Panzer' book on the PzKpfw IV and realized the earlier style would have been more appropriate. I ignored this problem, as by then I had the track on as well.

The Revell track has solid track guide horns while the earlier PzKpfw IV track had hollow teeth. Part makes a set of photo-etch



This close-up shows the many small details added to the left front of the hull. The yellow bits were cut from the Revell kit.



A close-up view of the right front showing the detail added around the tool stowage as well as the spare track links added from the Revell kit.

PzKpfw IV tracks, which are nicely done, but a bit on the thin side. I decided to clip the teeth off these, leaving enough excess material on one side to provide a gluing surface. While this might seem wasteful, the set comes with two sets of guide horns, so one set can be used for two models. I attached these to the long lengths of Revell track with epoxy, and I attached the smaller lengths once the track was in place on the model. The Revell track does not quite fit the Mirage kit, presumably due to the idler location which seems to me to be too far back. I used a few of the spare track links to make up the difference and once in place, I thinned out the Revell track edges using a small burr in my Dremel Mini-mite power tool. This gives the edge of the track the distinctive 'U' cross section, as well as making it closer to scale.

#### Adding extra details

The hull presented a variety of small detail problems. Overall, the quality of the hull is quite good with some exceptions. The grilles on the rear sides are exceptionally thick and clumsy, though this can be hidden by closing them off with the PE flaps provided in the kit. The muffler assembly is also a bit clumsy due to the thickness of the mounting assemblies and Mirage provides all of the tools as separate pieces which is nice, except the detail on some is rather mushy. I highly recommend the 'Achtung Panzer' volume on the PzKpfw IV for detailing this kit as it provides excellent drawings showing the tool locations. Having already sacrificed a Revell PzKpfw IV kit for the track, I also stripped it of some tools and other bits which are evident in the photos here as the yellow plastic bits. The remainder of the additions were mostly made from sheet plastic and included various tool clamps, rivets and other small fittings. I





used sheet plastic for some of the tank's appliqué armour as it was simpler to clean up than the kit parts. The length of spare track on the hull front came from the Part PE track set. I made a few additions to the hull including the smoke dischargers on the muffler and the stowage rack on the hull rear.

### Turret

The turret presented few problems. The method for assembling the turret roof alarmed me at first, but actually the fit was remarkably good and cleaned up well. The cupola is a bit anaemic, and the detail isn't the best, so I improved it a bit by cutting out the view slits using a cone shaped cutting tool on my Mini-mite, and also used a fine saw to make lines between the various vision block flaps. Since I decided to leave the hatches open, this also meant including interior detail. I scratch built the commander's hatch rather than try to

rework the kit part. The only fit problem I had was joining the stowage bin to the rear of the turret, which sat too far back, so I ended up having to trim some material from the inside of the bin to get it to fit. Also, I re-did the detail on the access door on the bin. I used the Armo turned aluminium barrel, and I found a small PE ring amongst my PE spares tray to create the attachment between the barrel and barrel radio guard underneath. I added some weld bead detail on the front side of the turret using thin plastic strip which I made this irregular by soaking it in liquid cement before attaching it, and then pushing it down while fixing it to the turret, causing the liquefied plastic to ooze out in an irregular pattern.

### Finishing off

A crew adds a lot of life to a model, and I decided to use the excellent Preiser plastic 1:72 scale panzer crew figures. The commander and driver are from the Preiser tank crew set (72515), but the seated figure on the side hatch is a conversion using bits from various sets. To get the seated figure positioned properly, I had to modify the figure much as a 1:35 scale figure conversion, using a wire armature. The hands and forward part of the arms came from various Preiser figure sets, and once in the proper position, I filled in the gaps between the arms and torso with a bit of Apoxie sculpt epoxy putty.

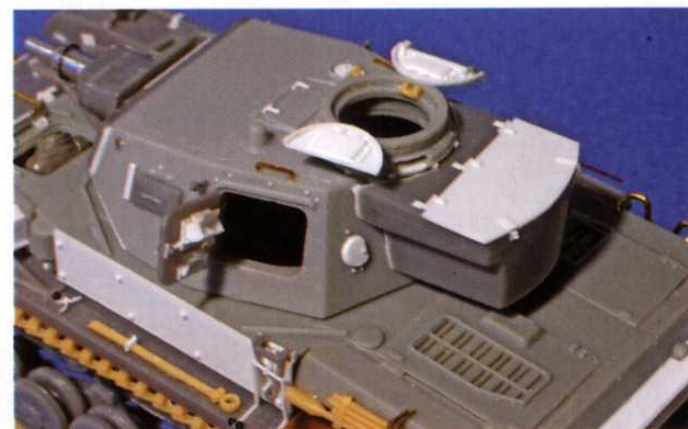
To begin painting the model, I started by airbrushing the wheel hubs in the light sand colour I planned to use on the model. This was a mix of Tamiya White XF2 and Buff XF57. Once this dried, I punched out a bunch of discs from Tamiya yellow masking tape using a leather punch which luckily had a



punch size identical to the wheel hub. With these in place, I then airbrushed the remainder of the model in Tamiya RLM Grey XF22. I used this shade of medium grey as straight Tamiya dark German Grey XF63 would have been much too dark in this scale. I then applied an irregular coat of the light sand colour over the model as a series of fine lines. Once this was dry, I began chipping and abrading the finish using Vallejo Medium Grey paint and a fine paint brush. To add further irregularity, I pinched off a little piece of natural sponge, and dipped it into the grey acrylic paint. I brushed off most of the paint,

but then used the sponge to daub on small irregular patterns of grey paint to mimic abrasion. The resulting finish looked very weathered, but the contrast between the grey and sand was too stark. I had expected this would be the case, as I used the same technique earlier on the Mirage Grant (*MilMod* Vol. 34 No. 10).

I applied the markings which came from the Archer dry transfer series which are really superb decals, and I put them to the test trying to conform to the irregular shapes on the turret sides. Obviously they would not fit, so I had to cut them a bit, but in spite of



ABOVE LEFT: The turret stowage bin required some detail work as well as some trimming to fit properly. ABOVE RIGHT: Since the hatches were to be left open, some detail work was needed inside the hatches which is not provided in the kit.



The finished model before painting.



The finished model after painting.







Aberdeen Proving Ground has a PzKpfw IV Ausf D (trop) as depicted in the Mirage kit, but there are some features that probably come from a later refit. TOP RIGHT: A detail shot showing the appliqué armour on the left hull front as well as the appliqué on the lower hull side.



The right side appliqué armour as well as some of the stowage clamps.

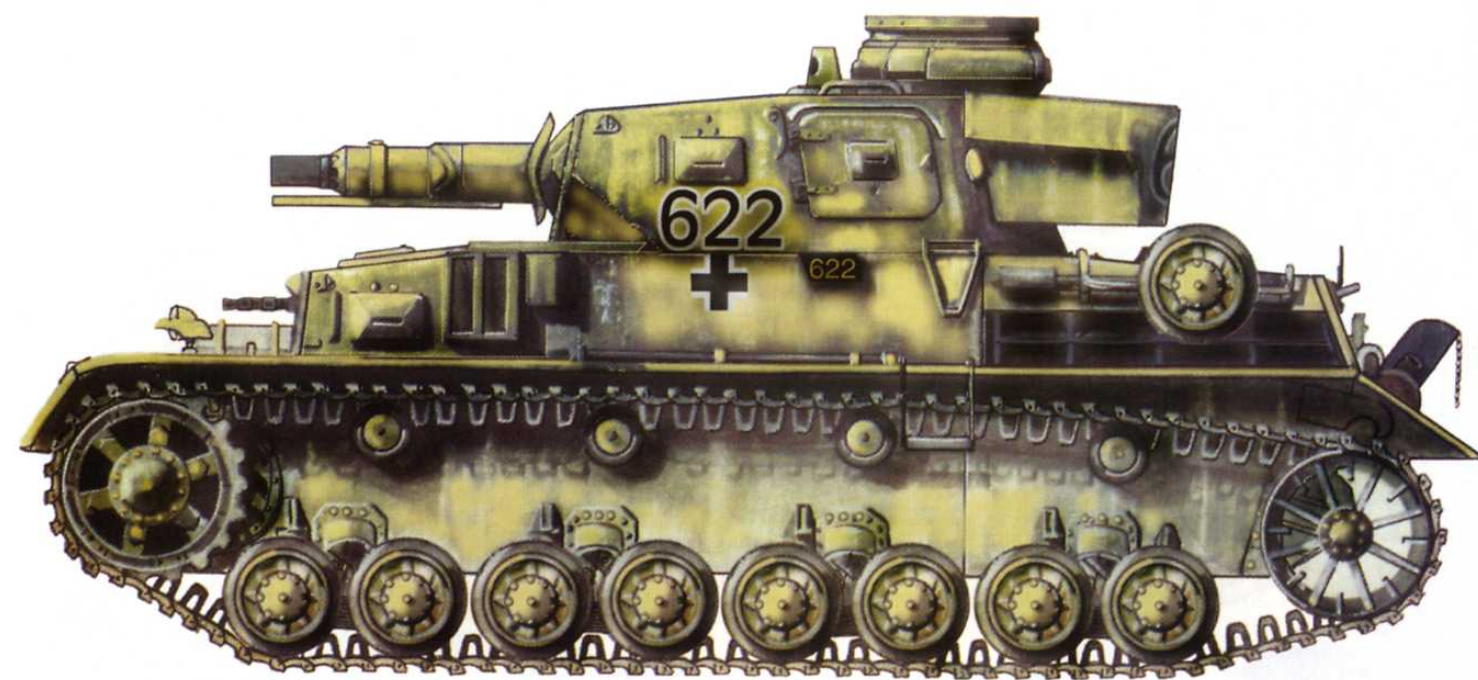
ABOVE: A useful detail shot showing the appliqué armour on the hull front. BELOW: Detail of the cupola which highlights the features missing from the kit part.



ABOVE: Detail view of the hull appliqué armour. BELOW: A view of the track and suspension showing the later style of idler fitted to this tank, probably a retrofit rather than the original!



This side shot of the turret shows some of the small detail that can be added to the kit.



PzKpfw IV Ausf D 21st Panzer Division (Ken Jones)

this abuse, they held together fairly well. I then daubed the decals with Micro-sol decal solvent to get them to conform to the shape better. Once dry, I filled in the gaps with white and red paint. With the markings and chipping complete, I then prepared a glaze to bring the finish together. The glaze was a mix of roughly 50:50 Tamiya Clear X22 and Acrylic Thinner X20A, with a small amount of Tamiya Buff XF57 paint. I applied this with my airbrush with an aim to mute the contrast between the chipping and sand colour paint, as well as to mimic the fading and dusty conditions in the desert. I applied this more heavily on the upper surfaces, and more lightly on the suspension and left the model to dry.

I began the final accent finish on the model with pin washes to pop out detail, which are a local washes applied only to the edge of some details, with the surrounding surface area dampened with mineral spirits (white spirits) to help the wash flow and gently blend. I also used accent painting, mixing a bit of Humbrol enamel with white or Raw Umber oil paint to highlight or line various small details. This is tedious, slow work, but it helps pop out the detail on such a small model. I applied a more conventional wash on some areas such as the suspension where I wanted a coarser finish, but then I went back and did some more precise accent painting on the wheels and track. Once the paint was dry, I airbrushed the finished model with some Testor's Dullcoat.

The base for this model was to my usual style of a small panel of Plexiglas (perspex), some balsa foam for depth, and a coating of epoxy putty for the final texture.

Overall, the Mirage PzKpfw IV is a small slip in quality from their previous M3 Lee/Grant, but still a very good kit if care is taken in the assembly. It is not a kit for those wanting a 'shake-and-bake' project, but it has many features which will attract the serious builder such as open hatches, separate tools and delicate detail.



ABOVE: The model in a scenic setting. BELOW: The finished model on its small base.







# The Veteran

**Comments from Adrian Hopwood on painting MIG Productions' 1:10 scale resin bust of a Greek Warrior**

splitting up the area in and around Athens into 10 parishes or *demes*, renaming each parish after an Attic hero and allowing this to break down clan loyalties. Again, this restructuring of the city's society would probably be reflected in its armed forces, and uniformity in arms would be further reinforced.

## The Model

This is a fairly generic looking 1:10 scale bust of the classical period sculpted by Young B. Song, proffered for sale by MIG Productions. I've bought a few of MIG's kits now, and it's reasonable to expect good quality both in sculpting and production of parts; I wasn't at all disappointed in this expectation. The model is sold in a nice glossy card box, with all the parts held safely in plastic bags with some bubble wrap for packing. On the box is an illustration of a well-painted sample by Xavier Ruis of the assembled goods inside, and I'm pleased to report that there were no damaged or malformed parts. There are only three parts to the model, the main casting taking in the head and shoulders, a second part for the helmet, and then a third piece of resin for the crest.

Casting is fairly clean too, just a couple of pour blocks to remove, and then having washed the parts in soapy water, it was time to paint. My initial idea was to try to produce an older 'veteran' warrior, simply because the casting has one or two nicely sculpted wrinkles on the face and neck, which I wanted to emphasize, along with the fact that it wasn't just the young men who fought for their city at this period in time.

To begin with, I decided to paint the helmet and, for this I chose to use an airbrush, to get a 'used/abused bronze' look. I began by using a primer coat of Tamiya Flat White XF2, which was sprayed onto all three castings, and then added a couple of thin coats of Tamiya Green XF5 acrylics just as a base coat for the helmet.

Over this I sprayed Humbrol Gold 16, diluting it with some white spirit. I'd tried some of the other thinners that I keep for such jobs, and they all seemed to make the gold paint go lumpy and horrible. So white spirit had to be pressed into service. Incidentally, I had a bit of luck with this, as the white spirit doesn't dry anywhere near as fast as the normal paint thinners I'd use, and the gold had a chance to settle on the surface of the model. By the time it dried, there was a distinct pattern of rings and circles within the paint finish; the only similar effect is to the surface of the gold paint when you've finished stirring it in the can. There seems to be a surface disturbance at such times, and this looked to be how it had dried.

Normally, I'd have probably despaired at this happening, but as I wanted to add several layers of oil paints onto the gold, to force it

more towards the colour of bronze, this surface pattern would not be anywhere near as recognizable, although I did feel that it looked like beaten metal, and might be worth adding less of the oils to be able to retain some of the effect. I used Sepia and also some Burnt Umber oil colours to add the shading, painting this on with a fine brush, and then using an old brush to stipple the paint so that it faded into the underlying gold. To finish off, the inside of the helmet was painted with some Games Workshop Chaos Black, and some final highlights added with some more of the Humbrol Gold 16.

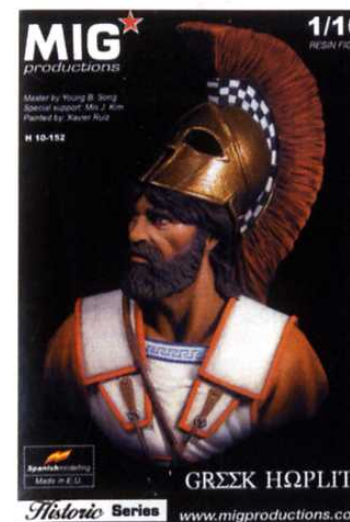
Whilst I had some of this bright gold colour to hand, I used a very fine brush to add thin lines to the helmet, looking like scratches from sword or spear strikes. With this done and dry, I then added several thin coats of Tamiya Smoke X19 acrylic to the helmet to get a semi-gloss effect.

For the blue chequered area, I began with an undercoat of Skull White acrylic, adding three or four thin coats to build up a solid colour. Then I used a mix of Turquoise and Prussian Blue oil colours (only a dab of the latter as it kills the Turquoise otherwise), and marked in the squares with a fine brush. Once I was happy that the squares were pretty even in spacing, I then filled in the centres of each alternate square with the blue mix, adding just a touch of white to each centre spot and blending this in so that the edges of each blue square were just a touch darker than the middle.

I allowed this to dry, then added a coat of Sepia oil paint, dabbing this off with a large, dry brush, so that the chequered effect showed through, but revealing a dirty or used look to it.

Now for the crest; I knew that the fit was fairly good between this and the helmet, but not exact. There were a couple of small spaces that would need filling, and I thought that it would be easiest just to add a thin line of Magic Sculpt to the underside of the crest. This was then squeezed out as the crest was pushed into position on the top of the helmet, and the excess putty scraped away carefully with a sculpting tool. This was allowed to cure overnight, and then the crest was painted with a coat of Skull White thinned with Isopropyl Alcohol, followed by several more coats, thinned with water.

Once a solid white was built up, a thin coating of Naples Yellow was flowed over the whole crest, and then dabbed away to leave a slight shading to the white. Once dry, some Vandyke Brown was used to mark in the colour areas, and then the alternate ones filled in with more of the same colour. Titanium White was used to build up highlights, using a short bristled brush to comb them on, so that the colour lightened towards the tips of the crest.



## Flesh tone

I moved onto the face next, and as all the Greeks I've met seem to have a dark, sun-tanned glow to their faces, and working on the assumption that fighting men would be exposed to quite some amount of sun, decided to make his skin tones fairly dark.

The primer white had already been sprayed on, so I went ahead and added a mix of Humbrol Flesh 61 acrylic mixed with just a dab of Games Workshop Orc Brown to take out some of the 'pinkness' of the Humbrol colour. I mixed up the mid-tone flesh from Winsor & Newton Flesh Tint, adding to this some Mars Yellow, a touch of Titanium White and some Mars Brown. The ratio would be approximately 10:4:1:1 for the above colours, but really I suppose that the depth of colour is best decided upon by the individual modeller.

I applied this mix to the model, using a large dry brush to take off the excess paint, and then used a fine brush to add more of the Mars Brown to areas that would be in shadow. I used a soft (and very old) brush, that I'd cut down the bristles to almost nothing, to blend the colours together, adding more of the brown to deepen some of the areas more so than others. A stippling motion was used to blend the paints, and because oils take days to dry, there was no real rush to get things done quickly. For the highlights I used small additions of Titanium White, again blending this into surrounding paint, and adding more to certain areas (brow ridges, tip of nose, cheekbones and chin) than to other areas that wouldn't catch as much light.

The same treatment was given to the neck, and once I was happy with the general look of the skin tones, I then began work on the wrinkles, adding Burnt Umber for the shadow areas on these, and Titanium White for the highlights. A small amount of Carmine was added to the scar on the left cheekbone, and Carmine was also added to a small amount of the mid-tone flesh colour to paint in the lips.

I left this to dry in a heating box that I'd made, and when I looked at the model a couple of days later, my initial thought was - 'Wow, that's a dark skin tone!' The problem here is that when you paint something like this, it looks very dark until the hair is added because the bare or primed resin is such a light colour. To blank out this effect, and see how the facial coloration was likely to look once the hair had been painted, I proceeded to add some very dark brown to the hair, to frame the face. I didn't want to paint the whole mop of hair in yet, so just used a dark brown acrylic to add a border of about 5mm around the face and neck; fortunately the skin didn't look so dark now, and I was happy that it looked how I'd planned.



Views of the completed model - compare these to the illustration on MIG's kit box top.

## Shoulders

There were two reasons for painting the sleeves of the Chiton that cover the shoulders next. Firstly, I prefer to paint a figure working from the inside out, so skin is done first, underclothes next, outer clothes after that, and belts, etc., are last. The only exception is armour, which is usually done either before, or straight after the skin. The second reason is that because it is a strong colour, it's easier to cover any paint that encroaches onto other areas with acrylics, so the white and pale yellow areas need to be undercoated after the blue is finished.

For the blue I used a similar mix to that used on the blue squares on the helmet. I made a mix of the Turquoise and Prussian Blue oil colours, adding this over a very bright turquoise acrylic from Games Workshop (sorry, it's probably got a really interesting name too, but the sticker's come off the pot!)

To build up the shadows I used some more of the Prussian Blue, and for the highlights I blended in some Titanium White.

That 'mustard yellow' colour came about by mixing some Prussian Blue with some Mars Yellow. I wanted to kill off the brightness of the yellow colour a bit, and decided to use the blue to 'grey' it down a little. Some Raw Umber was used to build up the deeper shadows, and again, Titanium White was used for the highlights.

In all the pictures I've seen of Greek warriors, this type of armour seems to be depicted as white (or nearly white). I saw no reason to buck the trend, and began by building up a solid white with several applications of Skull White acrylic. Over this I added a thin coat of a Mars Yellow/Titanium White mix (very little Mars Yellow in this), and then added more of the white to build up highlights at the top of each shoulder. This was dried, and then a little Sepia used to add in some deeper shadows on the undercuts.

At this stage, the major areas of the model had been painted, but it looked amazingly messy. The only areas to add were the edges of the armour, the brass armour fastenings and the cross-belt. I thought that the edgings and the cross-belt would be leather, but used different colours to separate the areas of each. Although there is some damage painted on to the armour edging, this can hardly be seen in the mix of Mars Brown, Mars Yellow and Titanium White that have been



used to paint them. However, I used Burnt Umber, Mars Yellow and Titanium White to paint the cross-belt, and the lighter colours were used here to depict a much used and worn belt, with edges cracked and frayed.

A similar effect was added to the gold paint used to depict the bronze fasteners, using Mars Black to shade the centres of each fastener, and then Gold and also a couple of touches of Silver Ink to make the edges seem worn and damaged. The same brown colours as I used on the edge of the armour were employed for the edges of the 'mustard coloured' chest armour, and I added some decoration to the thick band at the throat to break this area up a little.

To finish off, a section of brass tube was cut and polished (T-Cut car polish compound to add the shine, with Tamiya Smoke Acrylic to stop it tarnishing), was added to a hole drilled into the underside of the model. The other end of this was slotted into a hole drilled into one of Dave Armstrong's base plinths.

## The verdict

A good model; I like it. It's simple, but has character. I like the little details that have been sculpted into the skin, that allow someone with a little patience to really go to town with highlights and shadows and further enhance the feeling of a veteran of several skirmishes, if not wars.

Although this certainly isn't a new concept for a model subject, it does seem to have more balance about it than other offerings - the helmet doesn't look to be sitting in an odd or uncomfortable position for one thing.

I don't think that this will take long for a moderately competent modeller to paint and as MIG Productions are marketing it at a very reasonable price, I think it will prove to be popular.

I'd like to extend my thanks to MIG Productions for sending the sample in to the magazine to be reviewed, and to Ken Jones for passing it on to me.

## Availability

The cost of this kit (H10152) in the UK is £26.95 + 75p p&p from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. [sales@historex-agents.co.uk](mailto:sales@historex-agents.co.uk) [www.historexagents.com](http://www.historexagents.com)



## 'ATTEN-SHUN!'

New and recently released products reviewed

● The Editor welcomes product samples for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned. All product samples intended for review in the 'Atten-shun!' column should be sent to:

The Editor  
"Atten-shun!"  
Military Modelling  
PO Box 6017  
Leighton Buzzard  
LU7 2FA

● Tel/fax: 01525 370389  
● E-mail: editor@militarymodelling.com

### Italeri

This new 1:35 scale kit of the Crusader Mark III AA (No 6444) is the latest revamp of Italeri's Crusader, which first appeared as a Mark III, kit 219 in 1976, was sold at various times under the Testor's and Revell-Italeri brands and most recently reissued as Revell kit 03075 around a year ago. The moulds have previously been modified as 'Crusader II' kit 6385 in 2001 and Crusader Mark I kit 6432 in late 2004. In its latest form, it uses the same tracks and sprue A with wheels, etc., as the other versions, but with the B and C sprues modified for the turret and other parts of the anti-aircraft versions. There are a few 'not for use' parts, such as the mounting strip for the Sunshield lorry disguise, turret rear stowage bin and even the upper rear portion of the original turret top.

These vehicles used the Mark III chassis and the final batches of the tank were built

without turrets for conversion to this role. In all, there were three versions, the Mark I with single 40mm Bofors used by some Royal Artillery Light Anti Aircraft Regiments, the Mark II with two 20mm Oerlikons and the improved Mark III with a different turret and relocated radio equipment intended for tank units. Despite the note in the instructions which says few were produced, production of 20mm AA tanks was around 300 and the War Establishments for the late-war period had six vehicles in the Headquarters of Armoured and Tank (i.e. Churchill-equipped) Brigades, two in each Tank and Armoured Brigade HQ and two in an Armoured Division's HQ giving 28 in an Armoured Division and 18 in each Tank or Armoured Brigade. They were used in the early stages of the north-west Europe campaign, most were withdrawn around August 1944 when the AA Troops were disbanded as there were few Luftwaffe attacks and crews were reassigned to regular tanks. However, one Canadian regiment kept theirs and even ended the campaign with an extra vehicle! No longer needed in their main role, many were issued as Observation Post vehicles with Artillery units equipped with M10 series tank destroyers.

Although an old kit, Italeri's Crusader has stood the test of time fairly well - perhaps better than some of us who bought the original issue 30 years ago... And this offering is good while not up to the high standards of a new-tool Dragon kit. Some mistakes from the original kit still remain, such as the 'step' in the mudguards over the sprockets and no exhaust outlet in the rear hull louvers. Note also that by the time these vehicles were in service the external fuel tank on the rear was no longer used so leave these parts off, the instructions mark them as alternative anyway. What we have new for this version is the turret, which comes with the external sight and linkages, breeches and neatly detailed ammunition drums for the two Oerlikons as well as some interior detail in the form of a turret basket, seats and various items around the

turret walls. There will be some scope for more here, especially if the model is built without crew figures (Italeri do not include any by the way) with the large open area on the turret rear top.

One small detail point, on the original the guns were slightly staggered with the left-hand one mounted further in than the right. Kit parts are identical so will need a small modification to be accurate. We also get the extra armour fitted to the front of later Crusaders as well as the stowage bin and radio aerial base for this version though otherwise the hull parts are the same as the original issue. For the airdials, we are told to use 'stirred sprue' which could be a misprint for stretched.

Although it was not used in large numbers compared to conventional tanks and only served in NW Europe, it was widely used, being issued to every tank unit irrespective of whether they used Cromwells, Shermans or Churchills and later as OP vehicles so there is a wide choice of possible markings. The kit comes with three options -

'Skraker' also known as 'The Princess' served with 1st Battalion Royal Tank Regiment in 7th Armoured Division and was photographed in Normandy shortly after it has landed with wading equipment still fitted. While it did not have any unit markings it carried both names, a small 'Saint' logo (from Leslie Charteris's 'Saint' novels) and various shipping marks. It also had the white Allied star in ring on the turret top and these are all provided.

The option for 43rd Wessex Division in Normandy looks suspect to me. It has the arm of service marking 162 on red/blue, which was 113 Light Anti Aircraft Regiment who were a Second Army unit in Normandy. I doubt they had the AA Mark III, though some LAA Regiments used the AA Mark I with 40mm Bofors or the triple Oerlikon in open mount, but the decal combination is incorrect and the arm of service square also lacks the white bar underneath.

1st Polish Armoured Division's M10-equipped 1st Anti-tank Artillery Regiment in Holland, October 1944 markings come from a photo and have the 77 on red/blue arm of service marking though not the Division's 'winged hussar' badge which does not appear on the rear view photo.

Other units could be depicted using spare kit or aftermarket decals, while the basic model could have extra detail, stowage, wading gear or crew added which would improve it. Even straight from the box it will be a nice model, good to see a British vehicle as a plastic kit subject and this one will I hope be a popular choice with modellers.

Italeri kits are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH.  
Tel: 01908 605686.  
Fax: 01908 605666.  
sales@hobbyco.net enquiries@hobbyco.net

Peter Brown  
Price £14.99  
Italeri S.p.A., Via Pradazzo 6/B 40012 Calderara de Reno (BO) Italy.  
Fax: 00 39 51 726 459.  
italeri@italeri.com



### VLS Corporation

New releases from the VLS Corporation have reached us direct from the USA. All are 1:35 scale, except for the latest building kit added to the 'Streets of Laredo' range which is 1:32 scale - as is the latest addition to the FANTA-Z range.

There is one addition to the Warriors' range and this is part two of 'Insurgent Guerrillas' - WA35583 has a pair of 1:35 scale figures designed by Anders Heintz and cast in resin, in kit form. One man is sitting, looking over his shoulder in a pose that goes best against a wall, enabling him to look around the corner, as shown on the boxtop illustration. The other man is standing, stooping slightly, and can be grouped to look around the same corner. Both are armed with Russian AKs and the standing man wears a hood whereas the other is bareheaded.

Another 54mm fantasy figure of the pirate genre designed by Bill Chilstrom, is FZ 0016 in the FANTA-Z range and titled, 'Zombie Pirate Helmsman'. This skeletal being looks happy enough behind a wooden ship's wheel which is included along with a section of deck to mount the figure on - painted to your choice in ghoulish greys,



etc. It's supplied in kit form and cast in resin, and all the parts can be seen in the visible packaging that VLS now use for their smaller figure kits and accessories.

The Streets of Laredo range has had another kit for a Western building added - SR32012 is a Wells Fargo Office in 1:32 scale designed by Ben Jakobsen. Cast in polyurethane resin this kit comprises the wooden frontage with porch and name board, with brick built sides and a pitched roof. No doubt when the interior kits become available for this range a big Wells Fargo safe will be high on the list. (In popular Hollywood Western movies Wells Fargo offices seemed to be favourite for robbery!)

A 1:35 scale Dutch Drawbridge kit is new in the Custom Dioramics range as CD6138. It is one of those small-span bridges found on Holland's waterways, over drains, dykes, canals, etc., that have a lifting deck operated by a heavy overhead cantilever system. This kit of cast resin parts assembles into a model that is wide enough to take something approaching the size of a German StuG III (see the illustration). Designed to form part of a bigger diorama or used as a stand alone feature with attendant figures and vehicles, it certainly is different and suitable for Allied or Axis scenic settings.

Another Custom Dioramics model is CD8026 'Rail Road Tower' which is quite a hefty kit of a lot of cast resin parts to produce this 1:35 scale 'over the track' structure.

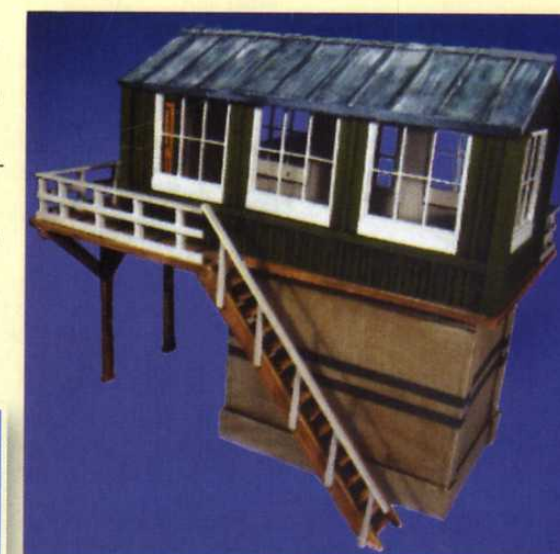


Designed by Carles Elais it is also known as a switch tower, or it would be a signal box in Britain! It looks 'European mainland' in appearance and is such a big piece that it could form part of a large diorama centred on a railway, obviously, or as a central attraction itself, around which figures can be arranged in combat - or at rest. Finally, CD6135 from Custom Dioramics is a WWII 'Panjewagen' - a 1:35 scale kit for a German wooden four-wheeled cart Designed by Ben Jakobsen. I can think of many uses for this one in dioramas

depicting a 1:35 scale Wehrmacht that had more horse-drawn vehicles than tanks, and with horses and tack, figures and some sort of load it would take on a completely different appearance.

VLS products are available in the UK from LSA Models, 151 Sackville Road, Hove, East Sussex BN3 3HD, Tel/fax: 01273 705420. lsamodels@mcmill.com www.lsamodels.fsnet.co.uk and Net Merchants, Scale Model Centre, Unit 53, Ledcom Bank Road, Larne BT40 3AW. Tel: 0845 226 8266. Fax: 02828 267977 www.netmerchants.co.uk

Ken Jones  
Prices on application  
The VLS Corporation, Lincoln County Industrial Park, 1011 Industrial Court, Moscow Mills MO63362 USA. Tel: 636-356-4888. Fax: 636-356-4877. sales@modelmecca.com www.modelmecca.com





## RPM

The six-wheeled T17 and four-wheeled T17E1 (later named Staghound Mark I by the British) were designed and built by the Americans, but when later considered too big for their own use, the production models of these cars went to their allies, the Americans preferring the lighter six-wheeled M8 and M20 cars for their wheeled reconnaissance requirements.

RPM's 1:72 scale kit is moulded in two shades of grey plastic, the complete set of parts for the hull in a light grey and the turret parts in dark blue grey. (Shades of old Matchbox kits!) It's accurate enough and more or less correct in shape, whereas detail on the kit parts ranges from 'very good' to 'so-so' or simple and plain. The twin engines (GMC 270) are included, along with driver and co-driver's seats, steering wheel, instrument panel and transmission, which makes a very good fist at interior detail. The turret (same type as fitted to the 'Locust' light tank) has a full gun breech and basket, with seats, traverse motor, etc. Doors, hatches and vision ports on turret and hull are separate and can be open or closed. Underside detail on the hull is more than adequately provided for with prop shafts, springs and axles with differential housings. Even the British modification of fitting metal boxes into the front mudguards for stowage is provided for. All in all a very nice 1:72 scale kit of this handsome armoured car.

There are another two versions of the kit from RPM so far - called a Mark I and Mark Ia that Pol Models had on their stand at the recent Model Engineer Exhibition. This will become obvious as the type is 'milked' in RPM's usual style in an effort to produce minor additions



and changes to produce another kit - with different box art. However, a few different types are obvious - the Staghound Mark II with a 3 inch howitzer, the Mark III with a Crusader tank turret and 75mm gun, the AA version of course, with twin .50 cal machine guns in a Frazer Nash powered turret (T17E2). Or how about the T17E3 with a 75mm howitzer that never went into production?

Not a bad idea, despite what many may think, and it's good to see this US-designed and built armoured car, used mainly by British and Commonwealth troops and the Poles - amongst others. The car's postwar

use by other countries is also worth investigating - for examples the set of decals for an Italian police unit included in the kit.

Our sample came direct from RPM but it is now available from model shops and suppliers in the UK such as Pol Models, 64 Cumberland Road, London W3 6EY Tel 0208 992 3822/0208 1992 5106.

Fax: 0181 932 2238. Polmodels@aol.com

**Ken Jones**

Price: £9.95 in UK

RPM, Andrzej Gomela, 01-445 Warsaw ul.

E.Ciolka 35 Pawilon 84, Poland.

rpm.gomel@post.pl



## Dragon Models Ltd

The German 8.8 cm medium anti-aircraft guns were undoubtedly the best-known of all German WW2 artillery, and the majority of them were the shorter 56 calibre barrel models known as the FlaK 18, FlaK 36, and FlaK 37. While the first two were dual-purpose weapons, the FlaK 37 was generally not considered as anything other than an anti-aircraft gun, and as such had a different analogue data system and display for aiming the weapons. Surprisingly, they also had different shaped shields, but for the most part this was for protection from low-level strafers later in the war rather than bomb or shell fragments.

DML has now modified its excellent 1:35 scale FlaK 38 kit to represent the later FlaK 37 as kit 6287 in their '39-'45 Series, and has changed or added some 47 parts to the kit which now totals 566 parts - 516 of these in grey styrene, 28 etched brass, seven aluminium tubes, four etched nickel, three turned aluminium, three turned brass, three pre-decaled

clear styrene, one brass chain and one copper chain. Amongst this impressive list are eight 'slide moulded' styrene tyres with wrap-around tread pattern and no seams - a first! - which means no worries about splitting rubber tyres or having to go out and find resin ones to replace vinyl tyres with 'impossible-to-remove-seams'. The kit also includes three different patterns of gun shields with 'wings' for added protection.

One thing many modellers will like is the fact that the aiming data readouts (parts K1) are provided as clear parts with either paint or decals already in place, meaning that they do not have to be done by the modeller and are precisely finished before installation.

The directions are very, very busy, and due to the wealth of options it is recommended that the modeller study them carefully before assembly. They relate to options such as metal or styrene, open or shut, travel or firing positions, and which gun shield (or no gun shield) is used. The kit provides for barrels from either the FlaK 18, FlaK 36 or FlaK 38, and turned aluminium FlaK 18 and FlaK 36/37 barrels are included as well.

Finishing options are provided for four weapons: one each in Ossenberg, the Eastern Front, and Germany, and one from the Hermann Göring Division in Sicily.

Overall this completes the 'family' of short-barrelled 8.8 cm weapons now available to the modeller in styrene, but this one almost begs for a searchlight or sound ranging device to be situated next to it. With suitable crew figures, this is another impressive model. Thanks to Freddie Leung for the review sample.

Dragon kits are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH.

Tel: 01908 605686. Fax: 01908 605666. sales@hobbyco.net

enquiries@hobbyco.net

**Cookie Sewell**

Price: £28.50

Dragon Models Ltd., 603-609 Castle Peak Road, Kong Nam Industrial Building, 10/F, B1 Tsuen Wan, New Territories, Hong Kong.

Tel: 2493 0215. Fax: 2411 0587. info@dragon-models.com

www.dragon-models.com

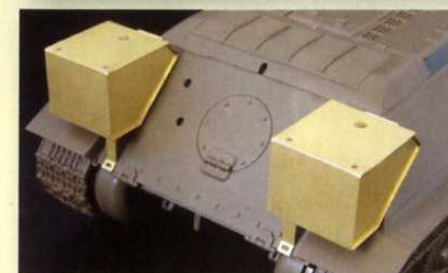
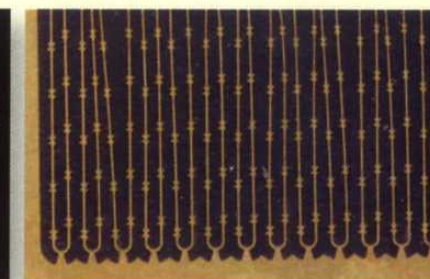
## Hauler

Hauler is a high quality brand of photo-etched metal update sets, add-ons and accessories manufactured in the Czech Republic. Their main output at the present time concentrates on producing material for Tamiya's range of 1:48 scale AFVs, vehicle kits, figures and accessories. The products are wrapped in clear polythene bags stapled to header cards and include fitting instructions to the host kit.

All Hauler products' numbers are prefixed with HLX48 and we've received the following for review: 035 is a set of two, etched brass frets to detail the Tamiya T-34-76 with mudguards, stowage boxes, grilles, handrails, etc., and 036 has the rectangular fuel cells for the T-34-76 and 037 the ice grousers to fit onto its tracks. Tamiya's Citroën Traction 11CV has a set of detail additions for it in 038 with an etched radiator grille and chevron motif and other fine bits, including windscreen wipers and door handles. Oak foliage on fret 039 could really be used for any scale - there are around 396 individual leaves formed into groups of nine on twigs! Consider using these as oak leaf decoration on larger scale figures, etc. Just a thought! Linden foliage is on fret 040 - similar to the oak and just as versatile. These leaves when used as foliage can look a bit 'mechanical', but with plenty of bends and twists the overall effect can be quite good. Barbed wire is 041 and a most useful commodity for modellers in 1:48 scale.

Tamiya's 1:48 scale British Universal Carrier gets the detail treatment in brass on fret 042. (Pity someone doesn't do a replacement for those awful incorrectly pitched tracks!) A set of Nohk night driving lights, front and rear elements, for German vehicles in 047 has the distinctive front hood cast in resin with etched metal brackets and supports.

The US .30cal M1917A1 Browning machine gun is a complete kit of especially fine resin and etched brass parts in 048 and 049 does similar justice to the British Vickers Machine



Gun Mark I - a first in 1:48 scale! A complete kit for the US 30cal M1919A4 is in 054.

Duckbills to extend the tracks of an M4 Sherman or the M10 SP gun are in 050. Four British external fire extinguishers cast in resin with etched mounting brackets are in set 051. (These are the late war methyl bromide type.) The earlier Pyrene type of extinguisher can be found in 055. German early WW2 fire extinguishers in resin and brass are in 052, where

the late-war types can be found in 056. Finally, 053 is a set of turret numbers (in white) for the German Tiger in Tunis in 1942. If you're firmly into 1:48 scale, have a look at the Hauler range.

**Ken Jones**

Prices: Website

Hauler, Jan Sobotka Krizkovského 25, 603 00

BRNO, Czech Republic. sobotka@post.cz

www.hauler.cz



## Signifer

Cast resin replacement parts and wheels for items in injection moulded plastic kits are Signifer's stock-in-trade, and they've sent examples of those they offer for 1:35 scale Italeri and Revell kits. They also produce parts and accessories for 1:48 scale aircraft modellers.

SN35007 has nine, cast resin wheels for Italeri's eight-wheeled panzerspähwagen,

the SdKfz 234/1, 2, 3 and 4. One of these is the spare with no hub detail and all have cast-on sprues on the tyres, which have to be removed and this particular section of tread can be sanded flat as the area in contact with the ground.

A complete set of eight wheels for Revell's German Bundeswehr sPPz 2 Luchs - a big, modern armoured car, are in SN35008. The smaller six-wheeled, Tpz 1 Fuchs is the subject of wheel set SN35009, another 1:35 scale kit of a modern German vehicle, also made by Revell.

Italeri or Revell kits of the LAV 25

(Trumpeter too now, I suppose?) can benefit from the set of the eight replacement wheels in SN35010. These







## Academy Plastic Model Co Ltd

The American 'Hummer' has undergone various exterior modifications and alterations in military (and civil) service and a variety of the 15 or so types of the basic design has been produced in popular scales by plastic kit manufacturers. One of the latest is the M998 I.E.D. 'Gun Truck' in 1:35 scale from Academy. (I.E.D. = Improved Explosive Devices). Academy's kit of the High Mobility Multipurpose Wheeled Vehicle (HMMWV - 'Hummer' or 'Humm-vee' etc.) dates back to 1992 (1995 for sprue E) and, like the original, the kit maker has made changes to the standard issue kit for this present I.E.D. variant. It is the basic troop carrier variant with

wooden bench seats and extra side armour born out of the use of the vehicle in the 2003 invasion of Iraq.

The kit is moulded in a sand-coloured plastic and an extra sprue G for 2005 added to produce the I.E.D. variant. This means that around 34 parts of the 'original' kit are not required and replaced by those on sprue G for the new uparmoured vehicle. Also on sprue G are additional weapons - another .50 cal machine gun (original is on sprue B) a 40mm grenade launcher and mounting with bullet proof shield, M82A1 .5in 'Barrett' sniper rifle, M40A1 sniper rifle and the M4A1 carbine version of the M16 rifle.

Thicker sides for the vehicle body,

windscreen, doors and cargo bay side armour panels are provided along with a new wheel hub to make one of the kit's vinyl tyres into the spare wheel. Result is an extemporized looking vehicle, but one crying out for figures to be added, none of which are included in the kit, but there are enough modern 1:35 scale American figures available for those who like to populate their models. The open back of the I.E.D. does need some kind of human additions - grenade launcher or .50cal machine gunner and attendant infantry, plus a couple of soldiers in the front seats would make this model look a bit busier.

Assembly is fairly straightforward and there are no pitfalls in this kit. It is quite well-detailed, although there isn't an engine, which is a pity, but a nylon mesh grille is provided to go under the hood (bonnet) air intake. Full underfloor details are provided and putting all these in place does need a little care and attention. It is a pity that most of it will not be visible when the model is complete and on its wheels. Otherwise, it's an accurate model and the kit with its current update fit is welcome for modellers of modern equipment. Overall it's rather reminiscent of those armoured 'gun trucks' the Americans produced for the Vietnam War.

Academy kits are imported into the UK by Toyway Ltd., PO Box 55, Unit 20 Jubilee Trade Centre, Jubilee Road, Letchworth, Herts SG6 1SG. Tel: 01462 672509. toys@toyway.co.uk

**Ken Jones**

Price £11.99

Academy Plastic Model Co., Ltd., 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.

Tel: 82-2-908-7000. Fax: 82-2-997-3003.

<http://www.academyhobby.com>

## Tritstar

Kit No.016 from Tristar is another set of 1:35 scale plastic figures in kit form - 'German Infantry Set Vol.1 (early)' designed and sculpted by Yoshitaka Hirano. There are four figures in the box - three complete figures with weapons and equipment and (strangely) there is a three-quarter figure of a tank crewman (commander) in the black panzer uniform and beret. An extra head without a helmet is also included so that one of the infantryman (or even the panzer crewman?) could be depicted bareheaded. (Many figure modellers, however, will be reaching for their Hornet replacement heads to ring the changes.)

The figures are moulded in sand-coloured plastic, in kit form, with extra personal kit and equipment to be added. Detail is sharp where needed and subtle where it should be. There is an abundance of weapons and equipment where a 'common' sprue has been used, resulting in the three infantrymen having the choice of a Walther P38 pistol, three MP40 submachine guns and three Kar 98 rifles with separate receivers and bolts, and two MG34 machine guns with separate breech top covers, with a choice of folded or open bipods. More than enough to arm the three-man squad - and make welcome additions to modellers' spares boxes.

The figures assemble easily enough and there is enough parts in the box to make some minor changes with heads and arms, etc. Being moulded in hard polystyrene plastic those who like to go that little bit further will find these figures easy to convert; whereas anyone who likes to build straight from the box in a 'shake and bake' approach will have no problems whatsoever in assembling them, just be sparing with the plastic cement. Only a wipe of filler will be required for some of the arm to body joints. Overall, very good quality detailed figures at a reasonable price for what's offered.

Our review sample came from AFV Modeller, 176 Newbridge Street, Newcastle upon Tyne N31 2TE. Tel: 0191 209 1107. Fax: 0191 209 2002. info@afvmodeller.com [www.afvmodeller.com](http://www.afvmodeller.com)

**Ken Jones**

Price: £7.50

Tristar Model (International) Ltd., 1/F No.33 Yin Chong Street, Legend Court, Mongkok, Kowloon, Hong Kong. Fax: (852) 2435-4586. [tristarmodel@netvigator.com](mailto:tristarmodel@netvigator.com) [www.tristarmodel.com](http://www.tristarmodel.com)



## PiLiPiLi

For his latest figure kit, Le van Quang of PiLiPiLi has decided upon 90mm nominal size, rather than his usual 120mm. Apparently, kit NT-01 looks like it will herald a new range of figures - 'PiLiPiLi 90mm'. A pity for Adrian Hopwood who could have used this warrior - if he had been 120mm - in his Crow family diorama!

Subject of the kit is a native North American - a Crow Warrior of 1850, a high ranking warrior as identified by his fine ceremonial clothing and the buffalo robe draped over his left arm, and the pipe-tomahawk he is carrying in his left hand.

There are 10 finely cast polyurethane resin parts to the kit - in a very light grey colour resin. I like the way Quang has designed the legs to fit up and into the shirt - simply a 'click' fit that immediately produces a 3D effect with space under hanging garments, not possible with a solid, single body casting. (Full marks for that.) The buffalo robe and left hand also fit effortlessly to the side of the body and only a wipe of filler will be needed here.

Some parts have blocks left from the casting process that have to be carefully removed, but once these have been cut away assembly is straightforward. Painting this one in component form is recommended, which will ensure everything is covered. Modellers of North American Indians will love it.

**Ken Jones**

Price: £34.90 + 75p p&p

PiLiPiLi, Belgradestraat 68, B-2800 Mechelen, Belgium. [Pili.pili@skynet.be](mailto:Pili.pili@skynet.be)

[www.pilipili-miniatures.com](http://www.pilipili-miniatures.com)



## SOVIET MACHINEGUNS CREW WWII



## Zvezda

Two 1:35 scale Soviet machine gun teams are included in a new injection moulded plastic figure kit from Zvezda. One team are deployed in the firing position and the other are advancing, dragging their machine gun on its distinctive wheeled mounting the army used for these weapons since before the First World War.

The Maxim machine gun had been purchased in 7.62mm by the Imperial Russians from Vickers Sons & Maxim in England more or less at the time of the Russo-

Japanese war and the 1905 model equipped the Imperial Russian army up to and during its participation in the First World War and as modified by the Soviet army thereafter, up to the Second World War. The Imperial Russians manufactured the basic Maxim gun in their Tula arsenal and the Soviets in other arsenals up to and during the Second World War, until it was gradually replaced by more modern designs like the Goryunov M1943 which, incidentally, also used the little Sokolov two-wheeled mounting.

The basic model was the PM 1910 (Pulemyot Maxima obrazets 1910 goda) with a plain bronze

barrel water jacket, whereas later guns had the lighter and cheaper stamped sheet steel fluted water jacket which evolved into those wartime variants with big round openings atop the jacket, closed with an automotive type radiator cap. This was much easier to refill with water rather than a small hole at the rear which required a funnel to fill up the jacket. Zvezda call the machine guns in their kit the 1910/30 and 1941 versions - the latter having the filler cap and both having fluted jackets.

The machine gun sprue is duplicated and thus gives four machine guns and two mountings, so a choice can be made. These are nicely moulded and detailed and neat models in their own right with ammunition boxes and finely moulded belts.

The gun crew figures are good too, the crew firing the gun wear side caps and the ones moving it wear helmets. (There are some good replacement Soviet heads in the Hornet range.) The No.2 on each gun is armed with a M1944 carbine with separate receiver parts. Built straight from the box these are good, but with a few additions and modifications, some truly superb and unusual model figures could be the result.

Zvezda kits are distributed by Italeri SpA, via Pradazzo 6, 40012 Calderara, Italy and in the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666.

[sales@hobbyco.net](mailto:sales@hobbyco.net) [enquiries@hobbyco.net](mailto:enquiries@hobbyco.net)

**Ken Jones**

Price: £4.99

Zvezda Co, Promyshlennaya Str., 2, Lobnya, Moscow, Russia 141730.

[Zvezda@df.ru](mailto:Zvezda@df.ru) <http://www.zvezda.org.ru>



## Bison

A different choice of subjects, this sheet covers Nationalist tanks in the Spanish Civil War (*la Guerra Civil* 1936-39) giving full markings for 22 specific vehicles plus some spare items for other subjects. Decals are well-printed with glossy finish, for 1:35 scale and each item is on its own section of backing sheet. Subjects can be summarised as: nine Panzer I variants from the Nationalist Tank Group or Spanish Foreign Legion. They are mostly *Ausf A* including two of the Spanish-modified vehicles with enlarged turret and 20mm cannon introduced to increase the firepower of units with these machine gun-armed tanks, two *Ausf B* and a *Kleiner Befehlswagen* command tank. Several *PzKpfw I* kits are available, HPM do or have produced both the straight *Ausf A* and 'Modificado' and there is the old Italeri kit or its rebased versions and the more recent Dragon releases. These vehicles were all painted in the pre-WW2 three-colour schemes, a change from grey or sand tanks.

Seven Italian tankettes models CV.33 and CV.35 of the Italian 'Volunteer' Forces or *Corpo Truppe Volontarie*, including one each command tank and *Lanciaflamme* flame-thrower. All were in the light red-brown with green blotches scheme, as far as I know there are no plastic kits around in 1:35 scale, but that may change.



Six T-26 single-turret model 1933 tanks, colours are green with sand or black. As these were captured from the Republicans they had red-yellow-red recognition stripes on the turret and they need to be painted on as decals for them are not provided. Two are listed as Nationalist Tank Group and the others Spanish Foreign Legion. Several T-26 kits are available, from the old Mirage ones in several different styles and boxes to the Italeri one. These may need some work or extra details to replicate the vehicles depicted. Some extra items in the form of numbers in suitable style, skull and crossbones logos and tactical symbols can be used with suitable references.

Instructions come on two A4 sheets plus a quarter-page additional sheet. These show the decal sheet with reference codes for each

subject. Tanks are illustrated with black and white drawings which give colour scheme as well as the positions of the decals. Each has at least two views and several have more with scrap views showing extra details such as air recognition markings on the turret tops. The smaller section shows the marking system for Spanish Foreign Legion tanks as a table showing the various triangle and circle tactical signs and individual numbers.

These cover only one side of the conflict, no Republican markings are included as the T-26 are all captured machines. That small matter apart, this sheet provides some very colourful subjects and another well-produced sheet from Bison. Recommended.

All up to the usual standard, and a good source of markings. These sets are available on-line on Bison's Website, price 9.00 US dollars for each plus postage. E-mail or write with an IRC to Johan Lexell, Ryttarvagen 25, 15159 Sodertalje, Sweden for more details. UK stockist is Hannants <http://www.hannants.co.uk> who can supply Mail Order or through their Hendon, London shop.

**Peter Brown**  
Price: US\$9.00

Bison, Johan Lexell, Ryttarvagen 25, 15159 Sodertalje, Sweden [contact@bison-decals.com](mailto:contact@bison-decals.com)  
<http://www.angelfire.com/pro/bison/>

## Dragon Models Ltd

When the terms 'tank battalion commander' and '4th Armored Division' are used together, the one name most fans of US military history immediately come up with is Creighton Abrams. Abrams commanded the 37th Armor Battalion in Europe from its landing in the summer of 1944 up until March 1945 when he was bumped up to take over Combat Command B. But the other primary tank battalion of the division, the 8th Armored Battalion, was no less accomplished (the last battalion, the 35th, got less press coverage than the other two, but as with all elements of the 4th, was heavily involved during the course of operations in the ETO.)

For the 'Dragon Expo 05' in Atlanta, DML released two special limited release kits in their 1:35 Scale, '39-45 Series' to commemorate the event, one German and one US. The US one was the command tank of Major Albin F. Irzyk, commander 8th Tank Battalion, 4th Armored Division, in December 1944 during the Battle of the Bulge (DML Kit No. 6283). This complements their previous release of 'Thunderbolt VI', Abrams' command tank at the same time (DML Kit No. 6255). While not as famous as Abrams, Irzyk was another 'straight-shooter' and wound up wounded twice in action, and being awarded the DSC, two Silver Stars, and four Bronze Stars.

The model is a 'shake and bake' kit, but with the recent quality of DML mouldings that is far from a bad thing. They have basically combined their recent M4A2/A3 kit sprues with the suspension components from their E8 suspension kits and released them as an early production M4A3E8. These tanks were beginning to be issued to the 37th and 8th Tank Battalions



just prior to the Battle of the Bulge, and photos show them in service with those battalions.

The kit includes the new hull and turret sprues from the M4A2/A3 kit with the extra engine deck sprue for the A3, as well as the early production A3 exhaust deflector sprue. It comes with the complete fender and skirt arrangement for the A3 with HVSS, but as both the 37th and 8th appeared to have removed them prior to issue, this is just fodder for the parts box. Also new are two turned brass 76mm APCBC rounds, which were (from other sources) one of the great shocks to the Germans at the Bulge, as they found out the hard way that at combat ranges they could - and did - penetrate the glacis of a Panther tank.

I have only one problem with the kit: I cannot find a firm answer to either support or deny the use of the T80 double-pin, steel-faced chevron track on the model. All of the extant photos show M4A3E8 tanks during the Bulge with T66 single pin tracks. These were issued with the first production runs of the tank, but due to reliability problems as well as a preference for double-pin 'live' track they were short-lived in the field. Since DML is the only

one that I know who makes a styrene T66 track, I was quite surprised to find the model fitted with the T80 tracks. While the former are one of the best sets made by DML and are easy to assemble and fit, their T80 tracks are a pain, as the guide teeth are separate (to provide the correct 'hollow light bulb' shape) and must be individually attached to the track links, which is a very tedious chore for both cleanup and assembly. Add the fact that each track link has two big ejection pin marks on it and this is about a 15-hour job for the tracks alone. Decals are provided for the tank as used at the Bulge. While issued with nice big shiny white stars and registration numbers, they were painted out at the same time the skirts were removed to avoid presenting the Germans with aiming points. The model replicates that with the painted-out stars and numbers, and provides correct bumper codes - e.g. HQ-1 - for Irzyk's tank.

Overall this is a nice, upgraded kit, but as noted it is a limited production one so any Sherman fan may want to snap it up on sight. Thanks to Freddie Leung of DML for the review sample.

Dragon Models kits are available in the UK from The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686.

Fax: 01908 605666. [sales@hobbyco.net](mailto:sales@hobbyco.net)

[net.enquiries@hobbyco.net](mailto:net.enquiries@hobbyco.net)

**Cookie Sewell**

Price: £25.99

Dragon Models Ltd., 603-609 Castle Peak Road, Kong Nam Industrial Building, 10/F, B1 Tsuen Wan, New Territories, Hong Kong.

Tel: 2493 0215. Fax: 2411 0587.

[info@dragon-models.com](mailto:info@dragon-models.com)

[www.dragon-models.com](http://www.dragon-models.com)



## Latorre Models

Have read Bernard Cornwall's novels on 9th century Saxon England and Alfred the Great, about the adventures of Uthred, a Northumbrian, (*The Last Kingdom* and *The Pale Horseman*) I was interested to see Raúl Latorre's new figure, 54/14 - a Saxon Warrior of the 5th century.

This particular warrior would have been a very tall man for the 5th century. For a 54mm nominal size model, he measures around

62mm tall from the ground to the top of his head inside his helmet - making him a big guy - around 6ft 6ins tall (1.98 metres).

Cast in white metal the figure kit comprises a complete torso with everything but the hands in place. The hands are cast onto the shafts of the warrior's weapons - he could hold an axe in each hand and has a knife (*sax?*) on his belt. However, there is a choice included in the kit for a small circular shield to be carried in the left hand. This is not one of the big flat wooden war shields with cast iron bosses used by the Saxons of this period. Osprey Men-at-Arms No.85 and No.154 have been used as references for this figure.

Assembly is straightforward and with only the hands to fit to the figure casting there will be no problems with lining things up, although the hands and whatever they have in them would be better painted off the figure and added later.

He wears skins and hardened leather patches over his groin, chest and back, making plenty of different textures to paint here for those who are really into it.

Latorre Models are available in the UK from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. [sales@historex-agents.co.uk](mailto:sales@historex-agents.co.uk)  
[www.historexagents.com](http://www.historexagents.com)

**Ken Jones**

Price: £12.85 + 50p p&p

Latorre Models, C/Voluntarios de la cruz roja 1, 29640, Fuengirola, Málaga, Spain.

Tel/fax: 952 58 34 30 [info@latorremodels.com](mailto:info@latorremodels.com)  
[www.latorremodels.com](http://www.latorremodels.com)



## Art Girona

Three newly release white metal figure kits from the Art Girona range of 54mm miniatures have been sent for review via Historex Agents of Dover. Art Girona figures are produced in Spain.

GN-38 'Infante de Marina Español Trafalgar 1805' by Diego Fernández Fortez is the study of a Spanish marine loading his musket, caught biting the end from his paper cartridge. It makes a change from a British or French Marine of the Napoleonic War period and presumably he is typical of the marines who manned the vessels of the combined fleets of France and Spain that confronted the ships of the Royal Navy. The figure assembles without any problems though filler will be needed on joints. A square shaped, cast scenic base of generous proportions is included which is scribed with the planks of a ship's deck with a piece of discarded canvas in one corner.

I-47 represents a Confederate General 1863 - the American Civil War period. The figure was designed by Krisztian Bodi who has sculpted the figure to stand on a big rock (supplied as the cast scenic base) as if looking down on an enemy formation, a battlefield, or some such unseen feature.



I-48 is an English 29th Regiment of Foot figure, c.1770 in Boston, at the time of the War of American Independence, sculpted by Krisztian Bodi. Easy to paint, it could be made to represent other English line regiments of 1770 - with minor modifications of course!

Art Girona white metal figures are imported into the UK by Historex Agents and are available from them at Wellington House, 157 Snargate Street, Dover, Kent

CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528.

[sales@historex-agents.co.uk](mailto:sales@historex-agents.co.uk)

[www.historexagents.com](http://www.historexagents.com)

**Ken Jones**

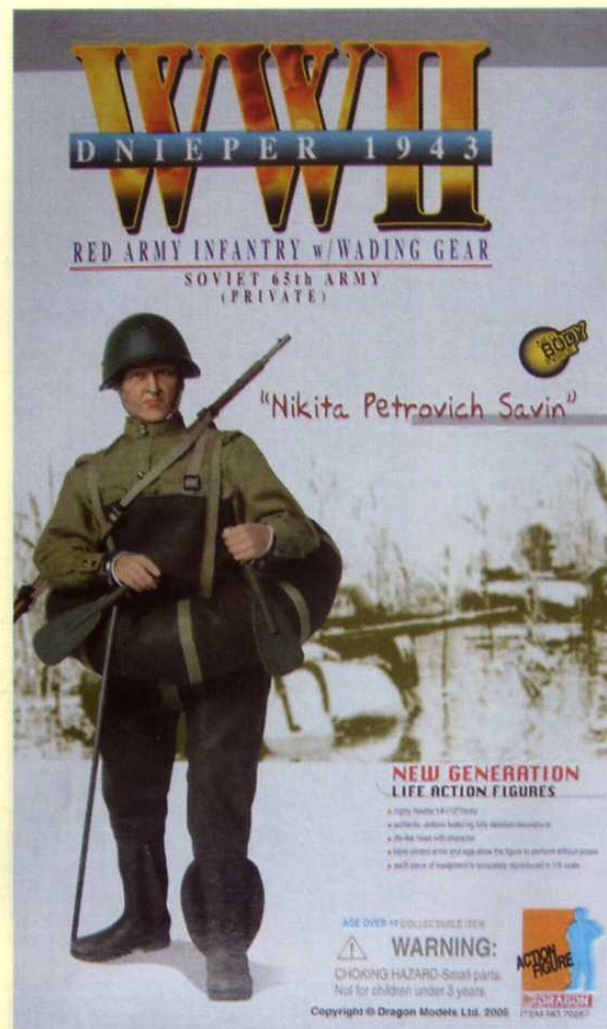
Price: £14.25 + 50p p&p each

Art Girona Plaça del Vi 8 baixos, 17004 Girona, Spain. Tel: 34 972 204 134. Fax: 34 972 411 604.

[artgirona@interbook.net](mailto:artgirona@interbook.net)

[www.girona-soft.com/art.girona/](http://www.girona-soft.com/art.girona/)





## Dragon Models Ltd

Remember that 1:16 scale figure conversion article of Russian wading infantryman by John Boyton some time ago ('Waterborne Ivan' *Military Modelling* Vol.34 No.11, September 2004) well Dragon have produced a 1:6 scale figure of the same subject for their New Generation Life Action Figure range. Titled, WWII Dnieper 1943, Red Army Infantry w/Wading Gear, Soviet 65th Army (Private). They have given him the name Nikita Petrovich Savin.

These 1:6 scale figures are supplied, more or less, in kit form and it is up to the collector/modeller on how they are displayed. Many will leave well alone and keep the box and contents in unopened mint condition - for obvious 'collector's reasons.' However, half the fun is actually dressing the 1:16 scale fully articulated figure with clothing and equipment. You need to know, for example how personal equipment is worn. Although the box illustrations usually show this fitted there can be problems - experience the joy of fitting British 1937 Pattern webbing on the appropriate figure. Despite the stigma heaped upon these figures by some 'traditional' figure modellers, they are here to stay and, it must be said, get better with every release. Dressed large scale figures are nothing new in the modelling world, and a lot of older hands will remember the works of Lucien Rousselot and Eugène Lelievre. Today, lots of modellers all around the world are modifying and converting these figures and Rob Henden's work on the genre in *Military Modelling* has aroused quite a bit of interest. The Dragon figure has the flotation ring, wading paddles and the depth guide rod. The wading trousers (sounds like something out of a *Wallace and Gromit* adventure) and the rubber boots with 'wings' are also supplied. Standard Soviet infantry equipment and uniform is provided - helmet, four cartridge pouches with four clips of ammunition for the 7.62mm Mosin Nagant M1891/30 Rifle, which has an operating bolt. The ammunition clips can be fed into the rifle, but there the reality ends - the rounds are not separate in the clips and can't function like the real thing - but give Dragon time! Who knows what they will come up with in the future as they continue to improve the product.

A good source of Dragon New Generation Life Action Figures in the UK is The Modellers Loft, Croydon Road, Caterham, Surrey CR3 6QB, Tel: 01883 341818.

Ken Jones

Price £35 approx.

Dragon Models Ltd., 603-609 Castle Peak Road, Kong Nam Industrial Building, 10/F, B1 Tsuen Wan, New Territories, Hong Kong. Tel: 2493 0215.

Fax: 2411 0587. [info@dragon-models.com](mailto:info@dragon-models.com) [www.dragon-models.com](http://www.dragon-models.com)



## Legend Productions

Two simple Legend 1:35 scale upgrade sets for M60 series tanks comprise a wheel set and the instructor's chair. The wheels are intended to replace the later aluminium type in plastic kits with earlier style units and each comes in three grey resin parts with detailed 'outer' with neat rim and rivets, a plainer 'inner' and a separate hub unit. Each wheel has to be separated from the carrier block while the hub has to be cut from its mounting shaft. No instructions are included, but it is obvious where the parts

go. Legend do not state which kit these are intended for, though with a little work they should fit any existing plastic kit.

The second set is more involved and includes the chair used by training instructors which is fitted behind the loader's hatch in MAGACH M60-series tanks. It comes complete with separate sides, padding and hand-holds as well as the mounting. While it may look simple, there are over 20 parts to be assembled and there's even more to make up the adapter plate for the KMT mine roller. These include the main plate, attachments for the roller and new headlights.

All parts are in resin; my example came in a mix of grey and cream parts. Cleanly moulded, they need only to be removed from their casting blocks and assembled. The instructions are in the usual format, showing the parts laid out for identification and in-progress photos of them being assembled.

Review samples were provided by Ian Hanratty at Friendship Models, 12 Delta Drive, Musselburgh, East Lothian, EH21 8HR, Scotland. [www.friendshipmodels.com](http://www.friendshipmodels.com) [friendshipmodels@btinternet.com](mailto:friendshipmodels@btinternet.com) Tel: 0131 6654087

The prices are: LF1108 M48 Type Wheels for M60 £12.99. LF1109 Magach 6B Instructor Chair/KMT Adapter Set £12.99, plus postage as appropriate.

Friendship Models are also pleased to announce that they are now the official importers of the Legend Productions range into the UK and all Legend Armour conversion and detailing sets and figure sets are available from them via their Website, while Aircraft items will be available shortly. Trade terms are also available, please contact Ian Hanratty direct for further information.

Peter Brown

Prices in text

Legend Productions, Military Miniature Model, 16-55, 1F, Hwaseo-Dong, Changan-Gu, Suwon-Si, Kyonggi-Do, Korea. Tel: 82-31-255-2629. Fax: 32-31-246-2629. [legend@www-legend.co.kr](mailto:legend@www-legend.co.kr) [www.ww-legend.co.kr](http://www.ww-legend.co.kr)



## Tamiya

We have received some more examples of Tamiya's 1:48 scale range of figures and vehicle kits for review. Figures first, and item 32514 is a set of late WWII German Panzer Grenadiers, price £8.99. There are 14 figures in the box plus two identical sprues to cater for their weapons and equipment, which provides more than enough to equip the infantry, panzer and vehicle crew figures in the set. Two of the figures are seated and intended for a *kuibel* or *schwimmwagen* - or wherever you wish to place them. The figures are in kit form and once the body parts are assembled the equipment and weapons have to be added. German uniform camouflage patterns are shown in black and white on the instruction sheet (keyed to Tamiya acrylic paint references) and, allied to a good colour boxtop illustration, the modeller should be able to get things correct.

The three 1:48 scale vehicle kits are 32518 PzKpfw IV Ausf J (£19.99); 32519 US M10 Tank Destroyer (£16.99); 32520 Panther Ausf G (£19.99). Tamiya, for some reason, cling to



the myth that a diecast chassis in a plastic construction kit is a good idea! "Provides realistic weight and extra impact ..." they say. For a motorized toy, perhaps, but it's about as useful as a chocolate teapot to the serious modeller who wants to modify sus-

pension geometry for a diorama. What do you do if you want to put the model on a scenic base with uneven ground? Reach for the saw? Not recommended! Also, we don't handle our models after painting them, so why do we need weight? Why add weight to a static plastic display model? (Dragon very wisely dropped the diecast chassis idea from their 1:72 scale kits early on!) Tamiya's 1:48 scale kits are really good, and would be 100% better if an alternative moulded plastic part for the chassis was included.

The PzKpfw IV and Panther G tanks were expected, but it was a good move to include the mid-production M10 in the range. Now Tamiya have the M4 in their sights and the suspension units for the Sherman range, hopefully we can expect more in this line. Combined with the figures and accessories the Tamiya 1:48 scale range should appeal to the space-strapped modeller who simply hasn't the room to accommodate 1:35 scale.

Tamiya products are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666. [sales@hobbyco.net](mailto:sales@hobbyco.net) [enquiries@hobbyco.net](mailto:enquiries@hobbyco.net)

Ken Jones

Prices in text

Tamiya, 3-7 Ondawara, Shizuoka City, Japan. [www.tamiya.com/english/e-home.htm](http://www.tamiya.com/english/e-home.htm)





## Legend Productions

The Israeli Army is a long-standing operator of the American M60 series main battle tank which they call MAGACH, confusingly this is also their term for the earlier M48 series. Like other vehicles in its service these have been upgraded and modified over the years. One of these was the fitting of ERA or Explosive Reactive Armour, which consisted of a series of flat boxes around the turret and across the hull front, designed to explode when hit by the jet formed by a High Explosive Anti Tank round of the type used in infantry anti-tank rockets such as the RPG7 and missiles like the Russian Sagger which were used by several of Israel's opponents. This new armour, often called *Blazer*, was effective against these weapons which had caused losses in the 1973 Yom Kippur war. They had the advantage that they could be fitted without major changes to the basic tank and did not increase the weight of the vehicle as much as passive armour, such as Chobham, which would have either reduced the tank's mobility or forced the fitting of upgraded engines, gearboxes or suspension.

Legend's set supplies new parts to modify any existing 1:35 scale plastic M60 series tank to a MAGACH with reactive armour and the GAL or Wave fire control system. There are several M60s available in plastic, though as many MAGACH have the all-metal track developed for the Merkava, the Academy kits are a good source. The conversion provides a complete turret with all fixtures and fittings. Cast in two parts in pale grey resin, the turret has a good surface texture complete with casting numbers on the roof, fixed mantlet and the reinforced section under the mantlet introduced after the 1973 conflict. As it is hollow, there is scope for interior detail though none is provided but it also makes fitting your own choice of crew figures very easy.

A new 105mm main gun with thermal sleeve is provided. Details include the URDAN low-profile cupola with separate hatch and the loader's hatch which can be positioned open or closed, separate ERA blocks which have to be fitted in their appropriate places, and a separate large bustle rack moulded in one piece with very neat underside



mesh effect, canvas cover and integral call-sign panels. External weapons in the form of a 60mm mortar, 7.62mm MAGs for commander and loader, Fifty Calibre machine gun over the mantlet with ammunition belt and large spent cartridge bag, smoke grenade launcher units with moulded covers and etched racks complete the turret.

Remaining parts cover the armour blocks on the glacis and the separate wedge-shaped units to protect the turret ring from the front, new air cleaner boxes and a large stowage box for the right rear mudguard. Most of the parts are resin, though there is a small etched brass sheet for fine details including mudguard supports and lengths of brass wire for handles. Instructions come in the usual form of an A4 sheet with colour photos showing parts layout and identification,

and close-up photos of a completed model showing where the various items go. No colour details are given, the older Sinai Grey would be the most likely scheme with the usual number plate and tactical signs which could be adapted from kit decals.

For those who do not want the new turret, Legend also have separate packs of Blazer blocks as set LF1110 and the Fifty-Calibre machine gun and mounting as LF1107.

The review set was courtesy of Ian Hanratty at Friendship Models, 12 Delta Drive, Musselburgh, East Lothian, Scotland EH21 8HR. [www.friendshipmodels.com](http://www.friendshipmodels.com) [friendshipmodels@btinternet.com](mailto:friendshipmodels@btinternet.com) Tel: (0131)-665-4087

Prices are: LF1111 IDF Magach 6B Gal Conversion £29.99. LF1110 Magach Blazer Armour Set £7.99. LF1107 IDF Tank .50 Cal Set £5.99, plus postage as appropriate.

Friendship Models are also pleased to announce that they are now official importers of the full Legend Productions range into the UK. All Legend Armour conversion and detailing sets and figure sets are available from them via their Website.

**Peter Brown**

Prices in text

Legend Productions, Military Miniature Model, 16-55, 1F, Hwaseo-Dong, Changan-Gu, Suwon-Si, Kyongki-Do, Korea. Tel: 82-31-255-2629.

Fax: 32-31-246-2629. [legend@www-legend.co.kr](mailto:legend@www-legend.co.kr) [www.wwww-legend.co.kr](http://www.wwww-legend.co.kr)



## Master Box Ltd

This Ukraine-based model manufacturer produces a small, but very good, range of 1:35 scale injection moulded plastic figure kits. Recently received for review were boxes of their latest WW2 figure kits: MB3510 German Military Men (1939-1942); MB3511 US Paratroopers (1944); MB3513 German Infantry 1939-1942. We also received sprues for British Infantry, but with no box or item number for identification! Sculptor for this range of figures is A. Gagarin.



'German Military Men' has three figures in kit form, moulded in light grey plastic and crisply detailed - there are two infantry privates and a panzer NCO/officer who also has a choice of arms and legs - one set for free standing, the other with his toes pointing downwards and his arms to support him should he be placed in the hatch of an AFV. (Nice touch!) There are tiny waterslide transfers for the helmets and uniform.

US Paratroopers is a well-designed set of three figures - one man is helping a wounded comrade while a BAR gunner follows, looking over his shoulder and giving cover. A waterslide transfer sheet is provided with markings and insignia for the uniforms and helmets. There is plenty of conversion potential with this set.

German Panzergrenadiers in 3513 has sufficient parts to make four figures - an NCO with submachine gun, an MG34 gunner and two privates armed with Kar 98 rifles and one carrying an ammunition box for the machine gun. Seemingly, these mouldings lack the crispness of the German Military Men set, which could indicate a different plastic injection moulding company - or mould maker being used. The figures are good, it's just they seem to lack the 'edge' of the previous two sets of models.

The set of four British figures does not have a number, however, two of the four wear berets (commandos?) one has a Bren gun (no bipod folded or extended!) and the other is an officer going by the binoculars and pistol holster. The third man is armed with a Sten submachine gun and wears a woollen cap comforter. The fourth figure has a steel helmet, No.4 rifle and a pickaxe. With the Bergens and ropes on the sprues I would assume them to be commandos - army or Royal Marine? Whatever, some WW2 British figures does make a pleasant change.

**Ken Jones**

Price on application  
Master Box Ltd., p.b. 4729 Dnepropetrovsk,  
49094 Ukraine. [mb\\_ltd@ukr.net](mailto:mb_ltd@ukr.net)  
[www.mbltd.info](http://www.mbltd.info)

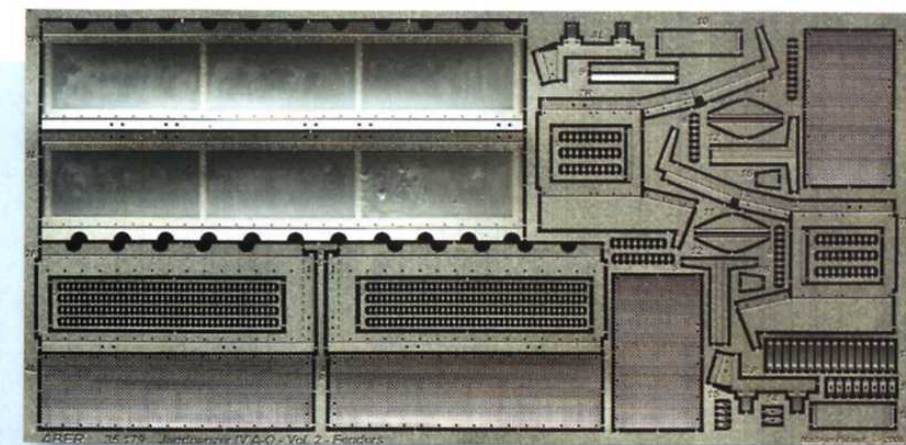
## Aber

Aber photo-etched metal products made in Poland are about the best you'll get, anywhere. From their simple and small frets, to the larger complicated ones with hundreds of minute parts you can rest assured that the parts should - and do fit the commercial plastic kits for which they were intended. Aber is also one of the most pirated of the photo-etchers, so watch out for inferior copies of their work - and don't buy them!

We have received a cross-section of the latest releases direct from Poland and if you are interested in Aber's products please note that Historex Agents of Dover stock the complete range. The first nine pages of the Historex catalogue/price list are devoted to Aber with a full product listing and UK prices. Unfortunately, the prices of these review samples haven't caught up yet - so consult Historex if you're interested.

For 1:35 scale there is: 35128 Russian Medium Tank T-55A Vol.1 - basic set (to fit Tamiya and Trumpeter kits); 35171 SdKfz 251/1 Ausf D Vol.5 additional set upper armour standard (Dragon); 35173 SdKfz 251/1 Ausf D Vol.7 Additional Set, Back Seats and Boxes (Dragon); 35176 SdKfz 181 PzKpfw VI (P) Vol.2 Additional Set Fenders (Dragon); 35177 SdKfz 181 PzKpfw VI Ausf E Tiger I Initial Production (Dragon); SdKfz 162 Jagdpanzer IV A-0 Vol.2 Additional Set Fenders (Dragon). These sets come with full and detailed fitting instructions.

TCS10 is a stainless steel towing cable, 1mm diameter by 1 metre long, finely



woven steel rope and easily cut to lengths for most larger scales. PP17 is engraved non-skid plating for any scale and D29 is a set of etched maple leaves for scenic work.

Sets of grilles to enhance the engine decks of 1:35 scale AFV kits are: G16 KVI and KVII (Trumpeter); G15 SdKfz 181 Tiger I (AFV Club); G12 SdKfz 182 Königstiger Porsche Turret (Dragon).

Finally, in the 'Ships' Accessories' range, 07 is '1:350 scale German WWII Ships Railing' which could have a lot of other applications in different scales - intake and

exhaust grilles, luggage rack side rails, vertical or horizontal window bars, ladders, etc.

Aber products are available in the UK from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. [sales@historex-agents.co.uk](mailto:sales@historex-agents.co.uk) [www.historexagents.com](http://www.historexagents.com)

**Ken Jones**

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PPH 'ABER' 40-060 Katowice ul. Fliegera 8/15,  
Poland. Tel/fax: (+48 32) 204-04-37, 257-04076.  
[www.aber.net.pl](http://www.aber.net.pl)

## Dragon Models Ltd

The law defined by Newton that 'For every action there is an equal and positive reaction' could be applied to armour as 'For every tank of a given size there has to be an equally big and powerful recovery vehicle.' The non-Porsche Tigers defied that law, and the result was a good number of them abandoned where they broke down. Even the Panther, with the equal sized *Bergepanther*, more often than not was found abandoned due to mechanical breakdown as it could not be recovered and repaired. In the case of the Porsche Tiger-derived self-propelled guns *Elefant* and *Ferdinand* an attempt had been made to provide them with an equal sized recovery vehicle. However, only three *Tiger (P)* chassis were converted, and all three were assigned to sPzJgAbt 653 in Italy, or one per company.

DML has now used parts from its 1:72 scale *Elefant* and *Ferdinand* kits to create a model of the *Bergepanther (P)* for their Armor Pro range as Kit No. 7227 that permits building all three of these vehicles. Due to the fact they were based on *Tiger (P)* chassis and not the self-propelled gun version, there are detail differences in the hulls that are also provided in this kit of 229 parts - 215 in grey styrene and 14 in etched brass, including things like fender braces, engine decks, and defensive armament.

The centrepiece of this kit is the strong-back and derrick crane for repairs and maintenance of their charges, and it comes with scale appearance etched metal chain. These, fortunately, come in one piece sets



whereas unfortunately, the tracks consist of 12 short lengths and 108 single links! Due to the small size of the links - even on big tracks like these - modellers have complained that they are too 'fiddly' and may not be pleased with the lack of a vinyl option in the kit. As noted three finishing options are provided, one for each of the companies of *Jagdabteilung 653*.

Overall this is a very 'bitty' and busy model, and even though only three were built it is more interesting than many other vehicles due to the amount of add-on details found on the model.

Thanks to Freddie Leung for the review sample. Dragon Models are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666. [sales@hobbyco.net](mailto:sales@hobbyco.net) [enquiries@hobbyco.net](mailto:enquiries@hobbyco.net)

**Cookie Sewell**  
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Fax: 2411 0587. [info@dragon-models.com](mailto:info@dragon-models.com)  
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## Legend Productions

Israel's continuing development of the MAGACH series based on the American M60 series tank has resulted in the 6B GAL BATASH. As well as improved fire control, this version has radically improved protection. The original cast steel turret is fitted with passive armour blocks on the sides which angle outwards and then slope back in, completely changing the turret profile. More passive armour is carried on the roof, while the hull has added plates on the glacis and side skirts as well as underneath to protect against the heavy mines found on operations.

Legend's set is designed to modify any existing 1:35 scale M60 model into this variant. As with the MAGACH 6B set, the choice of base kit may be influenced by the tracks as the real vehicle runs on metal Merkava-style tracks which are found in some Academy kits, but not others such as Tamiya, ESCI or the Revell. The set provides the hull modifications with the large underside plate shaped to clear the suspension arms and hull escape hatch, side skirts in several parts, new glacis armour, air cleaner boxes and stowage box.

Original kit turret is replaced. The new resin turret consists of an upper unit with the side and top armour moulded in place, the separate bottom panel results in a hollow unit which can be fitted with interior detail or figures in the open hatches if required, though neither of these are included. All external fittings are there, 105mm main gun with thermal sleeve, crew's 7.62mm MAG machine guns and mountings, the big 'Fifty Cal' machine gun on its mounting over the mantlet, grenade discharger units, commander's cupola with separate hatch, loader's hatch, crosswind sensors, machine gun ammunition boxes, 60mm mortar, protective plates over the mantlet, side-mounted sight on its extended mounting, and a bustle rack



moulded solid with covers and tactical sign panels.

Most parts are cleanly cast in pale grey resin which will only need to be cut from their carrier blocks. There are two small etched brass sheets for fine details such as ammunition box racks and mounting springs for the side skirts. A length of nylon cord for use as tow ropes and brass wire for handles are provided. The double-sided A4 instructions sheet has colour photos to show the parts layout for identification, and close-up photos of the completed model showing where they go.

As usual with Legend, no colour or markings details are given.

Current Israeli tanks like this are usually in plain Olive Drab with plain white or black-outlined white company and tactical markings and white stripes along the gun barrel top.

My review set was kindly provided by Ian Hanratty at Friendship Models, 12 Delta Drive, Musselburgh, East Lothian, Scotland EH21 8HR. [www.friendshipmodels.com](http://www.friendshipmodels.com) [friendshipmodels@btinternet.com](mailto:friendshipmodels@btinternet.com) Tel: (0131)-665-4087. Price for this set LF1112 1:35 scale IDF Magach 6B Batash Conversion is £34.99 plus postage, etc.

Friendship Models are also pleased to announce that they are now official importers of the full Legend Productions range into the UK. All Legend Armour conversion and detailing sets and figure sets are available from them via their Website. Trade terms are also available, contact them for more information.

**Peter Brown**

Price: £34.99 plus postage

Legend Productions, Military Miniature Model, 16-55, 1F, Hwaseo-Dong, Changan-Gu, Suwon-Si, Kyongki-Do, Korea. Tel: 82-31-255-2629.

Fax: 32-31-246-2629. [legend@www-legend.co.kr](mailto:legend@www-legend.co.kr) [www.wwww-legend.co.kr](http://www.wwww-legend.co.kr)

## Sd. Kfz. 173 Jagdpanther

No. 6275 1:35



**Italeri**

Two 1:35 scale models flagged as 'new' kits in Italeri's 2005 catalogue, 6275 *Jagdpanther* (£13.99) and 6443 *SdKfz 10* (£11.99), have been released. The *Jagdpanther* is a big model in any scale and Italeri's price on this one makes it a bit of a snip for a big model. The price reflects the contents; the kit has no frills, it's moulded in a dark blue-grey coloured plastic and has vinyl tracks, and makes reference to Italeri kit 270 Panther Ausf G, which no doubt contributed to everything below the trackguards, now showing its age. One good move is that they have provided panels to fill in the area under the hull over the tracks so there will be no daylight showing through. Interior detail is non-existent as far as the large boxy fighting compartment is concerned, but an engine block with some top details to add is included and this can be dropped into the recessed space on the engine deck.

Overall, the detail is quite good on the hull and it looks the part, although anyone who places dimensions high on their criteria will probably find fault. I wouldn't say it's 'cheap and cheerful', but for any modeller who likes to heavily correct and add bits to basic plastic kits, then this will be money well spent. Transfers are minimal - two sets of red, outlined white numbers and black and white crosses. The instruction sheet shows

## Sd. Kfz. 10 Demag D 7

No. 6443 1:35



only generic 'western' and 'eastern' front camouflage pattern drawings.

Italeri have had the Demag *SdKfz 10* half-track in their range in various guises for years, I recall the *SdKfz 10/4* with 2cm *Flak 30* and 6383 with a 5cm *PaK 38*, whereas the latest, 6443 is simply the personnel carrier variant. Moulded in sand coloured plastic there are a lot of parts in this kit and it does have link-and-length moulded plastic tracks to represent the chunky links of the original. The kit also provides for the overhead canvas tilt to be extended or folded and the extended part is not too heavy looking. The dimensions are not bad and the shape is good. The transfer sheet has markings for four different vehicles. A good value-for-money kit.

Italeri kits are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH.

Tel: 01908 605686. Fax: 01908 605666. [sales@hobbyco.net](mailto:sales@hobbyco.net)

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**Ken Jones**

Prices in text

Italeri S.p.A., Via Pradazzo 6/B 40012 Calderara de Reno (BO) Italy.

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## Revell

The German WW2 *SdKfz 164 Panzerjäger Nashorn* (03148) and the current US M1A2 Abrams (03146) have been released as 1:72 scale injection moulded plastic kits by Revell. Like Dragon, Revell are taking 1:72 scale plastic kits way beyond the basic 'suspension/hull/turret and tracks' with moulded-on detail - it's all separate and highly detailed for such a small scale, where just a glance at the number of parts that make up the 88mm gun that fits into the *Nashorn* will confirm. And some modellers actually improve on this and enter virtually the realm of watchmaking when you see some of the further detail added to already highly-detailed kits, that can be built straight from the box into more than reasonable models. Perhaps also, one of the reasons that has seen an upsurge in interest in smaller scale models.

This latest pair are excellent. Both are moulded in sand coloured plastic and it's surprising just how many parts there are in the box to build up a 1:72 scale model. Moulded link and length tracks are standard in both cases. The M1A2 Abrams has details included for an OIF tank - the 'louvre' identification panels used by American and British forces are on a separate sprue with an additional .50 cal machine gun and ammunition boxes. A very good kit of the latest version of America's main battle tank.

The *Nashorn* (rhinoceros) or *Hornisse* (Hornet) was an attempt by the Germans to mobilize their big 88mm tank-killing *PaK 43/1* by fitting it to the *PzKpfw III/IV* chassis they used for the *Hummel*. Not an ideal solu-

## Dragon Models Ltd

The Germans got into a bind in regard to tank destroyers, as towed anti-tank guns quickly showed their limitations on a mobile battlefield. As a result, they were one of the first nations to move a good number of guns to self-propelled mounts using redundant tank chassis. Of all of the early war anti-tank guns, the most effective were the 5 cm *PaK 38* and 7.5 cm *PaK 40*. But as the war progressed, they needed longer range and greater penetration to deal with Soviet tanks.

As the war went on, their most prolific and flexible chassis was that of the *PzKpfw IV*. So as a result, it was the standard chassis for mounting many anti-tank guns as things tended to get worse in the East. The first dedicated anti-tank vehicle, the *Jagdpanzer IV* (also called the *Sturmgeschütz neuer Art mit 7.5 cm PaK L/48 auf Fahrgestell Panzerkampfwagen IV* or *SdKfz. 162*) entered production in January 1944. Based on the *Sturm IV* design, but with heavier, angled armour at the bow and on the sides, other than armoured protection it offered little over the contemporary *PzKpfw IV Ausf H* and *J* tanks, which still retained the same gun in a revolving turret.

The next stage was the *SdKfz. 162/1* variant, also called the *Panzer IV/70*, which switched from the *PaK 40* design to the 7.5 cm *KwK 42 L/70* used in the Panther. This vehicle came in two models: The (V) made by Vomag, which used the standard *SdKfz. 162* chassis, and the (A) from Alkett which used a similar casemate mounted on a standard *PzKpfw IV* tank chassis. The former was ballistically a better design with heavier protection, and it entered production in August 1944. They saw action during the Battle of the Bulge when at least 137 of the 930 built were available for combat. As time progressed, the design was simplified to speed production, and the late models were only fitted with steel road wheels on the first two stations per side and had three return rollers.

DML's 1:72 scale kit of the *Jagdpanzer IV/70* Late Production model vehicle is in the Armor Pro Series, Kit No. 7293. It is a small gem, with a lot of use made of their slide moulding tech-



nique to provide nice touches such as exhaust pipes with interior details. The kit comprises 155 parts, 152 of these in grey polystyrene, two DS plastic tracks in tan and one turned aluminium gun barrel, and there's a wealth of very tiny (right puny) parts, but some relief is offered. Two engine decks are provided - one requiring a lot of detail work with separate hatches, tools, etc., and another one-piece section that comes with most detail moulded-on. There is also a good deal of underside detail to the single-piece fender and engine deck mount moulding, but it does have a good number of ejection pin marks. Happily, most of those will be hidden by the tracks.

While no *schurtzen* skirts are provided, the kit comes with all of the mounts for them. Both plastic and aluminium gun barrels are provided, along with a full selection of wheels. The lower hull is nicely done with the correct three return roller mounts, but there are two holes in the belly which appear to be used for the pre-built versions that came mounted on a small diorama base. These will need filling for diehard 'right belly' fans.

The road wheels come in the now-standard two-wheel moulded units with separate faces, as well as a set of nine solid-steel road wheels. Four are required for a stan-

dard late production *IV/70*, but as some were seen with more DML has provided for 'mix and match' replacement. Other details include periscope sights and viewers.

Markings and painting instructions are included for five different vehicles: unidentified unit, Hungary 1945; unidentified unit, Germany 1945; *Pz.Abt. 655*, Germany 1945; and two more unidentified units in Germany, 1945.

Note that some parts require drilling holes in the model and are only called out by an odd little icon showing what looks like a ball pen tip.

Overall this is a nice little kit and one with a tremendous amount of detail for its size. Thanks to Freddie Leung for the review sample. Dragon Models are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666.

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**Cookie Sewell**

Price: £8.50

Dragon Models Ltd., 603-609 Castle Peak Road, Kong Nam Industrial Building, 10/F, B1 Tsuen Wan, New Territories, Hong Kong. Tel: 2493 0215. Fax: 2411 0587. [info@dragon-models.com](mailto:info@dragon-models.com) [www.dragon-models.com](http://www.dragon-models.com)



tion, the gun was excellent, but the SP mount was thinly armoured and it had to be deployed defensively, especially when the hunter became the hunted. Revell's *Nashorn* kit is excellent and a highly detailed 1:72 scale model at a very reasonable price.

**Ken Jones**

Price: £6.99

Revell GmbH & Co. KG, Boston House, 64-66 Queensway, Hemel Hempstead, Herts HP2 5HA. Tel: 01442 250130. Fax: 01442 245619. [ukbranch@revell.de](mailto:ukbranch@revell.de)



## Legend Productions

The Israeli Merkava continues to be developed and conversion of existing tanks has resulted in new generations which look very different from the original design. Improved armour is now been fitted to them to counter improved anti-tank weapons ranged against them. The result is what is described by Marsh Gelbart in his *Merkava - A History of Israel's Main Battle Tank* as Merkava 2 BATASH or Merkava 2B Dor Dalet. Unlike earlier vehicles with the very narrow turret front profile, this tank has extra armour on the turret sides to protect against the HEAT warheads of anti-tank missiles.

Later Merkava 3 vehicles are fitted with steel-rimmed wheels and this conversion appears to be a BATASH/2B Dor Dalet with steel wheels. As the Israeli Defence Forces is not given to giving out details of equipment, this may be known as Merkava 2D but I cannot confirm this.

Whatever the tank is called, this set converts the basic Academy kit to the uparmoured version. Unlike the previous LF1064 Mark IIB/C and LF1071 Mark IIC sets, it includes a new hull top and the extra plate fitted under the hull to protect against the powerful improvised anti-tank mines which have knocked out several tanks.

There is a new turret complete with main and secondary armament and even the GALIL carbines carried on the turret top. The ball and chain armour to protect the turret overhang comes as fine chain and a series of balls which are attached to an etched brass strip. Instructions tell you how many links of chain to cut off, the relevant number of balls have to be separated and attached by short lengths of the thin brass wire provided. This will be tedious to assemble, as well as making the detail on the underside of the stowage rack all but impossible to see. The rack itself comes ready stowed as a separate part cast with the rear parts of the side armour/stowage boxes, not as a set of etched parts as in the earlier conversions.

New hull rear stowage bins are cast complete with stowage and the perforated plates on the rear face. The main under-hull plate is one part with the separate front section shaped vaguely like a pair of spectacles and also fixing bolts which attach to the original tow hooks. Side skirt plates come as separate sections. Casting blocks are attached to their lower edges so care will be needed not to damage



these parts when cleaning off the blocks. Etched brass 'springs' are provided as well. Wheels come as separate inner and outer discs with short stub axles. Most of the parts are clearly cast in pale resin, there is also a fret of etched parts, two different thicknesses of brass wire and a length of nylon cord tow rope to go with resin eyes plus a piece of lead sheet which has to be cut into strips for straps on the stowage in the turret bustle rack. Instructions are the usual colour photos showing parts layout for identification and a completed model with the parts in place and identified to show location.

As both new turret and hull top are provided, not much is used of the Academy kit with only the lower hull 'tub', suspension, sprockets, idlers and tracks. Whether it would have been better or, indeed, more cost-effective to include these parts in resin is up to the purchaser. With no plastic kit available, this is a way of getting this vehicle in model form.

Though the solid turret basket will make this easier to build than the earlier B/C or C conversions, this is still probably not a good choice as a first resin kit. Colour and markings details are not provided so you will need your own references. The set is up to the usual Legend standard and as such is recommended for those into modern Israeli AFVs.

Review sample was sent by Ian Hanratty at Friendship Models, 12 Delta Drive, Musselburgh, East Lothian, Scotland EH21 8HR. [www.friendshipmodels.com](http://www.friendshipmodels.com) [friendshipmodels@btinternet.com](mailto:friendshipmodels@btinternet.com) Tel: (0131)-665-4087 Price for set LF1106 1:35 scale Merkava Mark 2D Conversion is £69.99 plus postage, etc.

Friendship Models have announced that they are the official importers of the complete Legend Productions range into the UK. All of Legend's armour conversions, detailing sets and figure sets are available from Friendship via their Website. Trade terms are available, contact them for more information.

**Peter Brown**

Price: £69.99

Legend Productions, Military Miniature Model, 16-55, 1F, Hwaseo-Dong, Changan-Gu, Suwon-Si, Kyongki-Do, Korea. Tel: 82-31-255-2629.

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sance companies, becoming the sPz Sp Wg 7.5cm SdKfz 234/3. The SdKfz 234/4 variant followed in 1944, but this had the 7.5cm PaK 40 anti-tank gun in place of the short 7.5cm howitzer as a potent and mobile self-propelled tank killer with improved firepower for German late-war armoured car reconnaissance units.

Roden's 1:72 scale kit of the SdKfz 234/3 is moulded in light sand and black plastic. The suspension of stub axles for the eight wheels controlled by leaf springs is well-represented on the model, however, most of this will be invisible when the model is stood on its wheels. Each pair of wheels on either side is a subassembly of 12 parts including the tyre halves. The ninth wheel in the kit is the spare for the hull rear. Interior details are seats, wheels and levers for the front and rear driving positions, plus the 7.5cm howitzer that takes up most of the original turret space. The gun was protected by side armour plates which followed the contours of the hull top. The 7.5cm howitzer and its co-axial machine gun comprise 11 parts. Exterior detail is good and the side lockers in the mudguards are open with separate doors, exhaust silencers, pioneer tools and equipment, including jerrycans (contradiction in terms!) are also included. A good value kit!

Roden kits are imported into the UK by Pocketbond, PO Box 80, Welwyn, Herts AL6 0ND. Tel: 01707 391509. Fax: 01707 327466. [info@pocketbond.co.uk](mailto:info@pocketbond.co.uk)

**Ken Jones**

Price: £6.99

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## Roden

Like most German vehicles of the Second World War their series of big, eight-wheeled armoured cars saw much modification and adaptation from the original intention of armoured reconnaissance. In an attempt to get more firepower onto the battlefield, the modern looking SdKfz 234 'Puma' series was a prime case for alteration to other roles resulting in the SdKfz 234/3 schwerer panzerkanonenwagen of 1943 where the SdKfz 234 was fitted with the (then) obsolete, but still useful, 7.5cm KwK51 L/24 for the support role in armoured reconnais-

## ICM

Armoured recovery vehicles during the Second World War, and especially as far as the Germans were concerned, were a bit of an afterthought. Any experience during the First World War with broken down tanks wasn't, or didn't seem to be, seriously considered by Allies or Axis until much later in the Second World War. If ARVs or any recovery type vehicles were available, they did not seem to figure much in the forward areas where the fighting was going on.

With the bigger German tanks coming into service - Tigers and Panthers, it soon became obvious that, with the breakdown rate of the Panther especially, towing and recovery vehicles with crew protection was a must. What better than to use the adapted chassis of the tank for which recovery was intended. Enter the *Bergepfeifer* and *Bergepanther*. The Allies more or less followed the same route.

Model kits of WW2 armoured recovery vehicles, like the originals, are not too thick on the ground and, perhaps, the most easily recognized is the German *Bergepanther* a subject that Russian kit maker ICM has produced two versions - 35341 *Bergepanther* early version (limited edition) £18.99; 35342 *Bergepanther* with German Tank Crew £23.99. ICM had already produced the *Panther Ausf D* gun tank (35361) so the hull did not go to waste, so to speak, and with a few additions was easily transformed into a *Bergepanther*. ICM's idea of releasing the *Bergepanther* kit and then again with a new item number and four crew figures is puzzling. The increased price of £5 doesn't really quite cover the four plastic figures, though by putting on a 'limited edition' on the kit without figures more or less shows the direction ICM are headed - dropping the cheaper kit!

The model is the ICM *Panther Ausf D* kit less the turret with additions for the ARV - a crane, tow bars and a cover for the turret opening on top of the hull, with an MG 34 added to the full front for self-defence. The big internal winch fitted to later versions of the *Bergepanther* that took up most of the hull space wasn't fitted to these earlier types which simply had the turret opening capped off. Moulded in sand coloured plastic (the figures are light grey plastic) with the individual moulded plastic track links in dark grey it is a fair representation of the type - modellers of German AFVs will want it!

ICM kits are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666. [sales@hobbyco.net](mailto:sales@hobbyco.net) [enquiries@hobbyco.net](mailto:enquiries@hobbyco.net)

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## Bergepanther (early version)

WWII German ARV



## Bergepanther with German Tank Crew



## Dragon Models Ltd

DML has been doing a really bang-up job on many different versions of the popular German SdKfz 251 series half-tracks in 1:35 scale, and has now started releasing a line of 1:72 scale kits of these armoured personnel carriers. The first one out is a welded hull SdKfz 251/1 Ausf C for the Armor Pro Series, Kit No.7223, with a really comprehensive decal sheet providing at least seven different painting and marking options. There are 135 parts in the kit - 127 in grey polystyrene, five etched brass, two in tan DS plastic and a section of metal wire.

The kit is not an actual pantograph of the larger kits, which would make it a nightmare to try and assemble, but still appears based on the same research and drawings used for the 1:35 scale kits. I remember years ago getting an Edori one which was both simplified and apparently made in ABS plastic and trying to turn it into a decent 251 model in 1:76 scale, and now this kit solves the entire problem in one go.

The lower hull is a single-piece pan, less the rear area, and the axles are moulded on the lower hull. The running gear for each side consists of a rear (inside) wheel section, a centre wheel section, three outer road wheels, and drivers. Once installed the connectors between the individual wheels on the inside and the centre are not visible, so it helps speed up assembly while making it easier to get things aligned. Tracks are the 'gluable' DS plastic, so you can also get them to settle down on top of the road wheels with some care.

The model comes with simplified (well, compared to the 1:35 scale version) interior fittings, but they are quite tiny as noted and will require a good deal of care. Interior bits include the various control levers, rifles, MP submachine guns, and other items. The hinge mechanisms for the doors are single pieces, but are non-operating types. They cement to the lower rear section, as the upper hull has



the rear angular parts of the hull attached to it. The four front viewports are separate parts and can be cemented either open or closed as well, as is the hood assembly with two flaps. No engine or interior is provided for the engine bay. The fenders are one-piece units, but the stowage bins are only offered as closed parts. The front MG 34 shield is offered as either a single piece of styrene or a three-piece etched brass option. Other RP parts include the 'Notek' headlight and mount and the ammunition drums for the two MG 34 machine guns. The

weapons appear to be very close to scale, something I don't recall from other manufacturers in the past!

Painting and marking options are provided for: *Grossdeutschland*, Kursk 1943 (sand with green and brown stripes); *Grossdeutschland* Eastern Front 1942 (grey); 4th Panzer Division, Eastern Front 1943 (sand); *Grossdeutschland*, Eastern Front 1943 (sand with grey bands); unknown unit, Eastern Front 1943 (sand); 4th Panzer Division, Eastern Front 1944 (sand with mottled camouflage); *Panzer Lehr*, Hungary 1944 (sand with green and red-brown bands). A number jungle is provided for the licence plates. Overall this is a nice effort and only needs figures to really set it off. My thanks to Freddie Leung of DML for the review sample. Dragon kits are imported into the UK by The Hobby Company Ltd., Garforth Place, Knoll Hill, Milton Keynes MK5 8PH. Tel: 01908 605686. Fax: 01908 605666. [sales@hobbyco.net](mailto:sales@hobbyco.net) [enquiries@hobbyco.net](mailto:enquiries@hobbyco.net)

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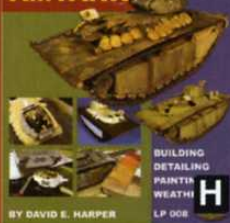
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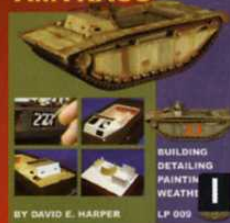
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